

The Hongkong Telegraph.

WEATHER FORECAST
FAIR

Barometer 29.72

(ESTABLISHED 1881.)

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August 21, 1913, Temperature a.m. 79, p.m. 87; Humidity...94, 71.

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FRIDAY, AUGUST 22, 1913.

五拜禮 號二廿月八年九一

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TELEGRAMS.

BALKAN AFFAIRS.

THE TURKISH ADVANCE.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 21.

A message from Constantinople states that several Embassies have drawn the attention of the Porte to the reports of the Turkish advance beyond the Maritza line. The Russian Ambassador interviewed the Grand Vizier on the question this afternoon, and the Grand Vizier, while denying Turkey's intention to occupy territory beyond Maritza, issued orders in the presence of the Ambassador immediately to recall any troops happening to have crossed the frontier.

A Panic.
The report that the Bulgarians intended to occupy Dedagatch on Friday caused a panic among the inhabitants, many of whom are abandoning the town.

The Foreign Consuls have applied to their Embassies to despatch warships for the protection of foreign interests.

The re-occupation is actually expected to take place on the 28th instant in the presence of the Foreign Military Attachés whom Bulgaria has invited with the object of forestalling atrocity stories.

Bulgarians Troops Welcomed.

London, Received Aug. 22.

Two further brigades of Bulgarian troops from Macedonia and Adrianople returned to Sofia this (Thursday) afternoon and were rapturously welcomed by the populace. The King and Princess reviewed the troops and the people, showered flowers on them and the troops. The crowds gave the Royal party an ovation.

Situation Again Serious.

Later.
Despite Turkish official assurances, the Turco-Bulgarian situation is causing grave anxiety. It is stated that the Porte is seriously considering a declaration of war and a rapid advance in Philipopolis in order to enforce Bulgaria's assent to the Turkish retention of Adrianople.

It is believed that a military caucus, headed by Enver Bey, is largely influencing and overbearing more prudent counsels.

Russian Intervention?
Simultaneously there are renewed reports of Russian intervention to enforce the Treaty of London, and it is even inferred in some quarters, from recent manoeuvres of Russian warships in the Black Sea and a certain dislocation of the local steamship services, that some action—possibly the disembarkation of troops—has already been taken.

Evacuation Delayed.
Reuter's correspondent at Athens states that the Greeks are delaying for a few days the evacuation of Thracian territories ceded to Bulgaria still the latter is ready to occupy them. The effect of this will be to prevent the apprehended occupation by Turkey of Dedagatch and other towns.

AUSTRIAN NAVAL DISASTER.

PETTY OFFICERS KILLED.

London, Received Aug. 22

Reuter's correspondent at Pola states that during trials, the breach of a 12-inch gun blew out and three petty officers were killed and five others seriously injured.

Vice Admiral Count von Wellenburg sustained serious injuries and had to have both his legs amputated.

TELEGRAMS.

MEXICO & AMERICA.

THE REJECTED PROPOSALS.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 22.

Reuter's New York correspondent states that it is reported from Mexico that President Wilson's proposals which President Huerta rejected in toto were:

1. The cessation of hostilities
2. President Huerta to resign.
3. Elections to take place at an early date.
4. President Huerta to renounce his candidacy to the Presidency.

MAJORITY OF ONE.

AUSTRALIAN DEADLOCK.

London, Received Aug. 22.

Reuter's correspondent at Melbourne states that Mr. Cook, the Federal Premier, in a speech at Toorak, said it was impossible to carry on Parliament with a majority of one. The people would shortly be asked to elect another Parliament.

DISASTROUS FIRE.

NEWSPAPER OFFICE GUTTED.

London, Received Aug. 22.

Reuter's correspondent at Nairobi states that the buildings of the "East African Standard" have been gutted. The loss is estimated at £5,000, and is covered by insurance.

EXPLOSION OF NAVAL MAGAZINE.

Extensive Damage in Japan.

At 9.05 a.m. on the 10th instant, magazine No. 3, on Kariyama, on the Nagahama coast, belonging to the Maizuru Naval Station, exploded. Owing to the strong wind, the resulting fire raged furiously and almost enveloped magazines No. 2 and 5. About 3,000 blue jackets and workmen did their best to extinguish the fire with steam and hand pumps, and with the firemen succeeded in saving the other magazines. The fire spread to the forest near by, and was not got under control till 10.40.

The magazine in which the explosion occurred was inspected by the sentinal at six o'clock in the morning when nothing unusual was noticed. The accident is attributed to spontaneous combustion arising from natural chemical change in the powder in consequence of the heat. Nine or ten coolies who were working on the roof of a building being constructed near by were injured, one of them very severely. They were taken into the naval hospital for treatment.

It is believed that the damage will amount to \$700,000, but may be as much as ¥1,000,000—"Japan Chronicle."

Sleeping by Shifts.
We note with sorrow that this week motor-omnibuses on one route are beginning to run all night, says the "Academy."

This preliminary stage of constant traffic—when neither dark nor light shall know any cessation of noise and bustle in this amazing capital of ours? Shall we, in a few years be sleeping by shifts, all doomed to a pathetic kind of semi-rest amid the rumble of motor-lorries, motor-buses, and the whirr of the aeroplane? We trust not; but the portents have begun.

TELEGRAMS.

JACK JOHNSON.

NOT WANTED IN LONDON.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 21.

There is a swelling chorus of protest against the announced appearance of the pugilist Jack Johnson at the Easton and South London variety theatres on Monday, after his white slave conviction in America.

The "Daily Mail" has inquired the views of a number of prominent music-hall proprietors, most of whom disapprove his appearance.

The Latest View.

London, Received Aug. 22.
A meeting of music-hall proprietors deprecated the appearance of Jack Johnson, but expressed the view that it was a matter for the public and the licensing authorities to decide.

THE CALIFORNIAN QUESTION.

The Responsibility for Prejudice.

In a series of articles appearing in the July "Koe" a large amount of testimony is published to show that Japanese residing in California are themselves principally responsible for the antipathy shown to them by their American fellow-residents. The writer of the literary summary which appears in the "Japan Mail" gives the following interesting epitome of these opinions:

The first article entitled Go ni itte wa go ni shitagae (When you go to Rome do as Rome does) contains the following passages:—"We commend to the consideration of our readers the opinions expressed by some of our leading fellow countrymen who have gone minutely into this Californian question. Count Okuma expresses himself much as follows: "This difficulty, though mixed up with the race-question, largely comes from our people themselves. Wherever Japanese go they find it difficult to assimilate themselves to their fellow-residents. What the reason is I don't know. It may be that they are behind other nations in knowledge and in morality. But the defect has to be remedied."

Dr. Saeda, who has been in California making personal investigations, says:—"Before I went to California I was under the impression that our fellow-countrymen there were suffering from bad treatment but I found that nothing could be further from the truth, that they were all living in comfortable circumstances. After going into matters minutely, the conclusion I came to was that in all particulars our people in California have to reform their ways, and the education that Japanese children receive there must be radically altered."

The Rev. Dr. Ebina, in an article published in the Shiojin, asserts that that the greatest hindrance to Japanese becoming successful settlers in foreign countries is their ancestor-worship and all that entails. To go to a foreign country and to do nothing but preach the greatness of one's own ancestors is the way to court unpopularity, and this is what Japanese seem to do wherever they go.

Mr. Ebata affirms that from what he saw in Hawaii and in America, he came to the conclusion that wherever the Japanese go their one object is money-making and they care nothing about the welfare of the people among whom they settle. In Hawaii directly they have made sufficient money, they return to Japan. Japanese residing abroad must become broader-minded and conform to the usage and imbibe the sentiments of those among whom they are living.

TELEGRAMS.

AVIATION FEAT.

DISABLED AIRSHIP TOWED.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 21.

The newspapers have prominence to the unpractised feat of the new Army airship Etna, towing, with 600 feet of cable, a smaller disabled airship a distance of four miles from Odiham to Farnborough.

Another article on the American, or Japanese, makes the following statements:—"According to American law every child born in America is regarded as an American citizen unless the parent report to their Consulate that they wish the children to be considered as aliens. Last year there were no less than five thousand eight hundred and ninety-seven Japanese children born in the States. These children were all reported at the Japanese Consulate and registered there as Japanese subjects. It is the duty of the Consulate to report these births of Japanese subjects to the Central Authorities, but for what reason we don't know, the report was not made."

It seems to us that our Government must adopt a more decided policy in reference to this matter. It is asserted that the discovery that so many Japanese born in America had registered themselves as Japanese subjects and that this fact had not been duly reported at Washington created a very bad impression on the American public.

MONROE DOCTRINE.

Is it a Washout?

New York, July 19.
A new angle of the Mexican situation is given by the New York "American," which this morning makes a flat statement that President Wilson has abandoned the Monroe Doctrine with regard to that country by a bargain with European Powers. The reason of this attitude, the paper says on authority of a "close personal friend of Mr. Wilson," is the menace of Japan. In consequence Mr. Wilson "has begged Great Britain to pacify her Oriental ally, and as the price of this service Great Britain, Germany and France may go to Mexico to protect their citizens' lives and property and collect debts, and claim long overdue."

It continues:—"Consider a bargain which permits European navies to threaten Mexican ports, European armies to land on the soil of the Western Continent, but which relieves Mr. Wilson and his Secretary of State from their dilemma—by recognition of Huerta as President or the intervention in Mexico by the United States. When Secretary Bryan a day or two ago sent his reply to Japan, there was dispatched simultaneously a Note from Great Britain strongly urging Japan to restrain itself from the reply. So Japan was eliminated as an element of danger. It remained for Mr. Wilson to vindicate by a diplomatic subterfuge his policy of peace at any price; to keep an army cantoned on the American side of the Rio Grande; to keep a navy rocking in Mexican waters like toy ships on a ruffled pond. The only known reservation in the bargain which chains a barking dog is that none of the three Great Powers shall acquire territory in Mexico."

The "American" adds:—"Taken at its full value, this agreement shows, as specifically set forth by the American's informant, that the peace of Mexico may be brought about by foreign arms and foreign interests."

TELEGRAMS.

CHESTERFIELD ELECTION.

LIBERAL-LABOUR VICTORY.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 22.

The bye-election at Chesterfield, caused by the death of Mr. J. Haslam (Labour), has resulted as follows:—

Mr. Kenyon (Lib. and Lab.) 7,725.
Mr. Christie (C.) 5,539.
Mr. Scott (Soc.) 533.

[At the last General Election the polling was:—Mr. Haslam (Lab.) 7,287; Mr. G. W. Radford (C.) 5,056.]

UTOPIAN LONDON HOTEL.

London is threatened with another monument of luxury at Hyde Park Corner.

All good Londoners have been interested by the news that an hotel is to be built on the site of St. George's Hospital, and many of them may have busied themselves with drawing fancy pictures of what would be a perfect hotel for an unquestionably perfect site, says the "Spectator." Mr. Mallaby-Dailey, the Unionist Member for Harrow, who has bought the site and proposes to build the hotel at the cost of a million pounds or more, has made known his ideas in a statement to the "Daily Express." He said that about one and three-quarter acres would be available, and that he hoped to build the most beautiful hotel in the world.

"Mind you," he said, "I don't know a scrap about the hotel business. I do not profess to do so, and am not a bit ashamed to confess my ignorance." He added that he was "in this deal quite alone," and that if he could achieve his ambition he should not care if it did not make a single shilling out of it.

To begin with, the grandest hotels of to-day draw their visitors into a vortex of fuss, hurry, and va-et-vient which is no necessary part of hotel life as it ought to be. An hotel which aims at being a centre of attraction must needs provide dazzling halls for banquets, dances, and concerts, but there is no reason why a visitor who enters the house, which is for the time being his home, should feel himself being swept along like a straw upon a furious tide. The designer of a perfect hotel should regard this problem from two points of view which are absolutely distinct—the point of view of the visitor who hires a bedroom, and that of the casual visitor who comes to dinner or a dance in one of the public rooms. The visitor who returns tired at the end of a long day, anxious for nothing so much as to vanish quietly to his bedroom, should be able to do so by an entrance that does not lead through the hurly-burly.

All the splendour of Sardanapalus in the public rooms, arranged though they be with the attentive care of one skilled in procuring the best that is thought and done in the world of hotels, will not compensate the visitor whose private wants are not correspondingly provided for. Every bedroom should have its bathroom and lavatory. Already some hotels nearly reach this ideal. But the rule should be absolute—one bad, one bath.

Much more attention than is customary might be paid to the furniture and pictures of the hotel. Why not have really good pictures, and not many of them? It should be the aim of the ideal caravanserai of London to be also a private palace—but a palace of peace and quiet, not of glaring splendour or ostentatious luxury, them."

TELEGRAMS.

DROUGHT AT HOME.

A SERIOUS OUTLOOK.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 22.

A drought in England and Scotland is assuming a serious aspect for agriculturists, and the raising of the price of milk is contemplated.

A message from Glasgow states that the total water supply there now amounts to 77 days, while the supply at Loch Katrine will only last for 60 days.

The same story is reported from other parts of Scotland. The Tay has never been so low in living memory.

AMERICA AND THE PHILIPPINES.

Bishop Brent on the Situation.

America is in control of the Philippines. Upon her wisdom or unwisdom hangs the fate of nine million Filipinos. If we had not assumed this responsibility from unselfish motives, another nation would have seized it from motives of self-interest, declares the Rt. Rev. Charles Henry Brent, Protestant Episcopal Bishop of the Philippines, "and at this date Liberty would sit mourning without the gates of the Philippines instead of reigning throughout her borders." We quote from an article by Bishop Brent in the New York "Tribune." The article contains some impressive statements concerning American responsibility in the Philippines. That responsibility is, of course to further the progress of self-government to the utmost of our ability and the Filipinos' capacity. Moreover, we must exonerate our responsibility of control as a trust to be administered quite as much with as for the Filipino. "We are to train him by co-operative methods in the principles of self-government until he has attained it, and then, if he so elects, surrender to him the rights which belong to a full-grown nation." It is here, however, as the Bishop says, that we arrive at the parting of the ways, says Contemporary. In his estimation, the dispute is not one of imperialism and anti-imperialism: "It logs the issue to employ such terms." The question, he says, resolves itself into one of good judgment. "The opposing camps differ only in the matter of time. There are those who say now; others who say to-morrow; still others who say day after to-morrow." But the Filipino's degree of capacity will not be revealed until the school-boys of to-day are in active public life. The Bishop justly declares that the problem cannot be settled without reference to its international bearing. As to the proposal of neutralization: "Can American or any other dependency really secure the neutrality of the Powers?" asks Dr. Brent, and adds: "Would it mean anything if promises of neutrality were made?" In any case, "Can America afford to protect a Government half-way around the world which she does not actually and constructively control?" Based on his eleven years' experience, Bishop Brent's conviction of our present duty is that we are not in the Philippines for our share of profit: "If we were, it would be the most natural thing in the world to say that the game is not worth the candle." We are in the Philippines because we are required there. "If our rule were removed, the Philippines would at once become a prey to the strongest of the sectional aggregations, and they in turn would ultimately be devoured by intruders from outside." Hence, "as we do not know how to leave the Philippines, let us see if we know how to govern."

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

It is reported that Russia has intervened in the Balkan situation to enforce the Treaty of London.

The announced appearance of Jack Johnson at London music halls is arousing considerable protest.

The offices of the "East African Standard" at Nairobi have gutted, the damage totalling £5,000.

Further Bulgarian troops on returning to Sofia were given a rapturous welcome by the populace.

The Chesterfield bye-election has resulted in the return of Mr. Kenyon, the Liberal and Labour candidate.

The Grand Vizier of Turkey has issued an order recalling any troops happening to have crossed the frontier.

The British Army airship Etna towed a smaller disabled airship fourteen miles, from Odiham to Farnborough.

A telegram outlines the proposals of President Wilson which the Mexican President is said to have rejected.

Several of the Embassies have called the attention of the Porte to the Turkish advance beyond the Maritza line.

A serious drought is being experienced at home, and the water supplies are running short in several places in Scotland.

The Turco-Bulgarian situation is again grave, and it is stated that the Porte is seriously considering a declaration of war.

Mr. Cook, Federal Premier, has declared that it is impossible to carry on the Australian Parliament with the present majority of one.

During naval trials at Pola the breach of a 12-inch gun blew out and three petty officers were killed and five others seriously injured.

LOCAL.

The taking of the Passaleao Fort, in 1848, is being celebrated in Macao to day.

A number of appointments were gazetted in a Government Gazette Extraordinary issued yesterday.

A special article pointing to the fact that pigeon-racing might profitably be started in the Colony appears in this issue.

A student from the Canton Christian College was charged, at the Police Court, with sending a threatening letter to the editor of a Chinese newspaper.

We learn that a working agreement has been arrived at between British and Chinese steamboat companies by which fares to Canton are to be raised.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.

Bijou Scenic Theatre, 9.15 p.m.

Thursday, August 23.

China and Manila S.S. Co.

Meeting of Shareholders.—11.30 a.m.

Tuesday, September 2.

Auction of H.M.S. Alacrity, on board, 11 a.m.

Auction of H.M.S.S. Hardy, and Janus 11 a.m.

Saturday, September 6.

Concert at Theatre Royal, 9.15 p.m.

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Manager. [23]

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H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. [58]

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traded for without any trouble to
guests.
Hongkong, 1st Feb., 1912. [182]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging
Hongkong, 19th July, 1913. [6]

Notices

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OUR CONTEMPORARIES.

China Mail.

The Empire Building.

The Home papers to hand give
detailed accounts of Lord Grey's
scheme for erecting a "Dominion
House" in the centre of London.
His idea is that the offices and
agencies of all the self-governing
States and Provinces should be
concentrated on that vacant site
in the Strand which the County
Council has so long been vainly
offering for occupation. When
the Aldwych and the Kingway
were planned it was hoped that
the great crescent fronting Wren's
two churches would speedily be
covered by splendid hotels,
shops, theatres, or offices. But
the land has not "gone off"; the
two horns of the crescent have
been acquired—one by the Gov-
ernment of the Australian Com-
monwealth—but the central
block lies waste and tenanted.
Lord Grey, if he can realise his
ambition, will turn this area of
two and a-half acres to a truly
national and Imperial purpose.
He has been granted a three
years' option upon it by the
County Council; and he has
formed a strong and influential
little syndicate which will en-
deavour to take over the land on
a long lease, and to raise upon it
a noble building devoted to the
service of the Overseas Dominions
of the Empire and of the Mother-
land in its association with them.

South China Morning Post.

Native Races and Europeans.

One might cite many places,
away from the "madding crowd,"
where the natives are treated with
courtesy and as readily return it,
but such is not the case in the
large centres of population. In
fact the tendency seems to be
distinctly towards an outward
show of scorn for the "superiority"
of the European. We
notice that in Java there
is growing discontent amongst
native officials against the
custom of the excessive saluta-
tions demanded by the native
authorities from their inferiors.
Some regents even require the
path to cower down when ad-
dressing them and to bow low
after each remark. It appears
now, says the Samarang Locomo-
tif, that the Government intends
to limit these forms of salutation
and display of servility as much
as possible. Something has al-
ready been done in this direction
by Government circular.

Daily Press.

Japan and the Revolt.

Comments like these in news-
papers of the front rank in Japan
certainly lend a good deal of
colour to the recent reports that
the revolution had a Japanese
backing—entirely unofficial, no
doubt. It is noteworthy also that
in discussing the general situation
in China there is remarkable
unanimity in the Japanese Press
that Japan is now the dominant
Power in Asia, and that it is time
that "in self-defence," as the
"Hochi Shimbun" puts it, she
should act independently of
the other Powers. Exactly
what "independent action"
these publicists have in
mind is not clearly revealed in
any of the articles we have seen,
but the general tone of the arti-
cles suggests that a policy on the
part of Official Japan more in
accord with the views of Dr. Sun
Yat-sen and his friends would be
widely welcomed by the Japanese
people. We do not know why it
would be so. It certainly would
not make for peace in China, and
we have no doubt the Japanese
Government perceives that clearly
enough.

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GENERAL NEWS

University and the Forge.

With a view to bringing manufacturers of iron and steel into direct contact with the scientific work that is being done at Sheffield University, a university metallurgical club has been started by Professor J. O. Arnold. Professor Arnold believes that a club in which manufacturers, steelworkers, chemists, and university graduates and associates can meet on a common footing will bridge the gulf between the university and the forge.

Kipling's "Bridge Builder."

The death has occurred at Lgham, Kent, of Mr. J. R. Boll, engineer in India for twenty-eight years and the original "Bridge Builder" of Mr. Rudyard Kipling's story of that name in "The Day's Work." The story deals with the adventure of Finlayson, a civil engineer who is working on the building of a bridge over the Ganges and who, under the influence of an opiate, hears the spirit of the Ganges pleading with the gods for help to destroy the bridge.

Mr. Masterman's Slip.

Making an explanation on behalf of the Government on the question of benefits to exempted persons, Mr. Masterman told the Grand Committee on the Insurance Act Amendment Bill recently that those who would be exempted included those of a certain age who would only be receiving £28 a week or more. (Loud laughter.) He meant £20 a year. "You know," he added, "this is through the continual pressure on the Treasury." (Renewed laughter.)—"Daily Mail."

Death of Lady Lever.

Lady Lever, wife of Sir William H. Lever, died from pneumonia at Thornton Manor, Cheshire, recently after a short illness. Lady Lever, who was married in 1874, was the daughter of Mr. Crompton Hulme, of Bolton. Late last year she accompanied her husband on a journey in the Belgian Congo, travelling over 7,000 miles of Central Africa and crossing the Equator four times. She returned in March and was shortly afterwards elected a Fellow of the Royal Geographic Society. A play by Lady Lever, called "The Insurance Act," was produced at Camberwell in December.

China and Germany.

"The Frankfurter Zeitung" learns that the negotiations between Dr. Arnold, member of the directorate of the German Reichsbank, and the Chinese Ambassador in Berlin, were brought to a conclusion a short time ago. According to the arrangement made, Dr. Arnold has undertaken to proceed to Peking for a number of years in order to act as adviser to the Chinese Government on banking, financial, and currency reform questions. The time for his departure has not been fixed, Dr. Arnold awaiting further information from Peking. The selected adviser is head of the statistical department of the Imperial Bank, and is known through his comprehensive statistical work in connection with currency and banking problems.

Polo Player's Death.

The death of Lieutenant Thomas Clayton Harman, of the 20th Hussars, who died from injuries received while playing polo at Ranelagh, was inquired into at Mortlake last month when a verdict of "Accidental Death" was returned. Some of the witnesses suggested that the accident would not have been fatal had Lieutenant Harman's helmet remained on his head as he fell, and the jury added a rider to their verdict to be forwarded to the Ranelagh Club suggesting that helmets which could be securely fastened to the head should be worn by polo players. The Hon. Joseph Grosvenor, the umpire of the match, stated that in a scrimmage in front of goal Mr. Harman, missing a backhand stroke, turned his pony to the left and Lieutenant Murray-Smith coming up behind, collided with him. His horse fell and the back of his head struck the ground. Mr. Harman's manœuvre was not a wise one, because he could not see who was coming behind. He ought to have gone on a bit, and then the accident would not have happened. Death started a medical witness, was due to shock as the result of concussion and injury to the brain.

AMERICAN NEWS.

Interesting Items from Latest Mails.

It is reported from New York that the Government, Sulzer, has issued a message in which he has declared that prison conditions in the State were a "disgrace to civilization," and in which he urged the legislature to pass a bill authorizing the purchase of a new site for a prison to take the place of Sing Sing. In both houses identical bills were introduced for the selection of a new prison site. The measure provides for an appropriation of \$150,000 for land and \$500,000 for construction work. The Governor's recommendation was based upon a report of the Commission on New Prisons, which was submitted to the Legislature along with the measure.

Examination for Rear-Admiral.

On July 12, the Secretary of the Navy announced a decided change in the methods of conducting examinations for rear-admirals. Under the new rules the examining boards will be required to report, not merely whether the candidate is entitled to promotion, as at present, but all the facts upon which it bases its opinion. The Board also will be required to give its opinion as to the abilities of the officer to command a fleet or division, his initiative and resourcefulness, and general professional ability. Finally the Board is authorized to take the testimony of other officers as to the records of aspirants for promotion.

No Race Discriminations.

According to an Albany message, Attorney-General Carmody's attention has been directed to the fact that circulars are being issued by some health resorts in which announcement is made that their places are not open to certain races. In a statement Mr. Carmody has pointed out that, under an amendment to the Civil Rights Law by the last Legislature, such notices will be prohibited after September 1. The Attorney-General, after emphasizing the fact that the amendment prohibited discrimination against "any person on account of race, creed, colour," or advertisements or notices that the patronage or custom of any person belonging to or purporting to be of any particular race, creed, or colour is unwelcome and not desired or solicited, added: "The public places to which this law applies are inns, taverns, hotels, either for transient guests or for those seeking health, recreation or rest, restaurants, eating houses, public conveyances on land or water, bathhouses, barber shops, theatres, and music halls." The new law provides that any person violating its provisions shall be liable to a penalty of not less than \$100 nor more than \$500 recovered by the person aggrieved. A violation also is made a misdemeanor, and upon conviction a fine of not less than \$100 nor less than thirty nor more than \$500, or imprisonment of not less than ninety days, or both fine and imprisonment, may be imposed.

Noteworthy Dredging Record.

From Panama it was reported on July 16 that a notable dredging record had been made at Corozal by a ladder dredge excavating the Panama Canal near Miraflores lock. It removed 13,700 cubic yards of earth and rock, mostly the latter, in nineteen hours and fifty minutes actual working time. Permanent dredging headquarters for the canal are to be established at the village of Paraiso, near the southern entrance to the Culebra cut, owing to the abandonment of the marine shops in Balboa, at the Pacific end, and in Cristobal, at the Atlantic end. Repair work is to be concentrated at Paraiso, where recesses are to be excavated in the banks of the canal and a mooring basin and a 500-foot-long repair wharf constructed, after October 1, at about the time the water is turned into the cut.

Perry Flagship in Storm.

It is reported from Fairport that the old Perry flagship, the Niagara, rebuilt from its bulk after being raised from the bottom of the harbour at Erie, Pa., had a hard time weathering a storm in Lake Erie on July 13, while it was being towed from Erie by the naval boats, the Wolverine and Essex. At one time the seas swept the deck of the old vessel, and it was necessary to lash her guns to the deck. The Niagara and her sister ships arrived off Fairport at 4.30 a.m., and at ten o'clock sailed into the mouth of the Grand River, where a public reception was held. Several thousand persons inspected the old vessel during the day, and there was speech making.

Extremes of Weather.

Marked extremes of weather are revealed in messages of July 15 from Kansas City and Silver City, New Mexico, respectively. The former says: "Kansas experienced yesterday the highest temperature of the year, 112 degrees being recorded at Olay Centre. At Concordia and Jetmore, 110 degrees were registered. St. Joseph, Mo., reported 101 degrees." The latter rails: "A heavy snow fell in the Santa Rita mountain ranges of northwestern New Mexico yesterday. In the valley a torrential rain fell, relieving a drought of several weeks, which had burned up the range, causing intense suffering among live stock."

New Railway Cut-off.

The President of the Union Pacific Railroad on July 17 made an official announcement of the cut-off between Topeka, Kansas and Gibb, Nebraska, which will form a second route between Kansas City and Denver and the Pacific Coast, nearly a thousand miles of which will be double track. The new line will be used particularly in emergencies when, for any reason, the Kansas lines are tied up. The announcement comes as a sequel to recent completion of the dissolution of Union Pacific-Southern Pacific lines. Union Pacific headquarters stated that work now under way and projected, will practically complete the double tracking of the main lines of the road west from Kansas City and Omaha to the Ogden terminus. The cut-off leaves the Kansas main line at Topeka running through Marysville, Kansas, and Hastings, Nebraska, striking the Nebraska main line near Kearney. Another cut-off in Colorado will save twenty-four miles.

SERVICE MATTERS.

The Late Commander Sharp.

The death has occurred of Commander Henry E. Sharp, who retired from the Aldeburgh division of Coastguards last year. The Commander served on the China Station, and while first lieutenant of the Limet, took part in the China War, 1890, and received the medal.

Major Noot R.G.A. Major C. O. Noot, Royal Garrison Artillery, commanding No. 43 Company, Queenstown Harbour, has been selected for the command of No. 80 Company R.G.A., Singapore, and will proceed there in the coming troopship season. Major Noot joined the Royal Garrison Artillery in February, 1889, and was promoted major just four years ago. He was an instructor of gunnery at Shoeburyness for several years, and an assistant superintendent in the Royal Laboratory at Woolwich.

Fire in a Battleship.

Emergency gangs of labourers were summoned to Chatham Dockyard on July 19 to carry out extensive repairs in the battleship Exmouth, which went aground on the Nore Sandbank on the previous day after an outbreak of fire in the after part of the vessel. No injury resulted from the stranding, but it will cost several thousand pounds to repair the damage caused by fire. Three magazines in the after part of the ship were flooded to avert any possibility of explosion and all the cables and electrical equipment in that part were destroyed.

Naval Airship's Escape.

Army airship No. 1 on Farnborough Common, and indeed the whole of the aircraft factory, had a marvellous escape from destruction by fire on July 23. During the night inspection of the naval airship Parosval spoke was seen issuing from a corner of the shed. Then flames burst out. A fire call was given and the response was immediate, and by the promptness of the naval flying wing men the outbreak was confined to the place where it originated—a heap of old airship envelopes. The Parosval was not injured, though at one time it

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TO LET—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS, Hongkong, 9th June, 1913. [345]

fire threatened it. The cause of the fire is a mystery.

Army Officer Killed.

When driving a motor-cycle along the Farnborough-road, Aldershot, on July 24 Lieutenant Terence Sharman-Crawford, 15th Hussars, collided with a horse and sustained fatal injuries. Lieutenant Straker, who was riding on the carrier of the cycle, was also injured, and lies in the Military Hospital in a serious condition. The horse, ridden by a corporal of the Army Service Corps, turned into the Farnborough-road from a side street, and Lieutenant Sharman-Crawford, who is alleged to have been driving at full speed, was unable to avoid it. The corporal, horse, officers, and motor-cycle were thrown into a confused heap. The corporal escaped with a shaking but the horse was badly injured. Lieutenant Sharman-Crawford died shortly after admission to the hospital.

CHRONIC DIARRHŒA.

Its Dangers and How to Overcome Them.

Uncomfortable, inconvenient, and often painful as is ordinary diarrhœa, these conditions are as nothing if the disease is neglected and allowed to become chronic, for it may end in dysentery or in abscess of the liver, which is no less grave.

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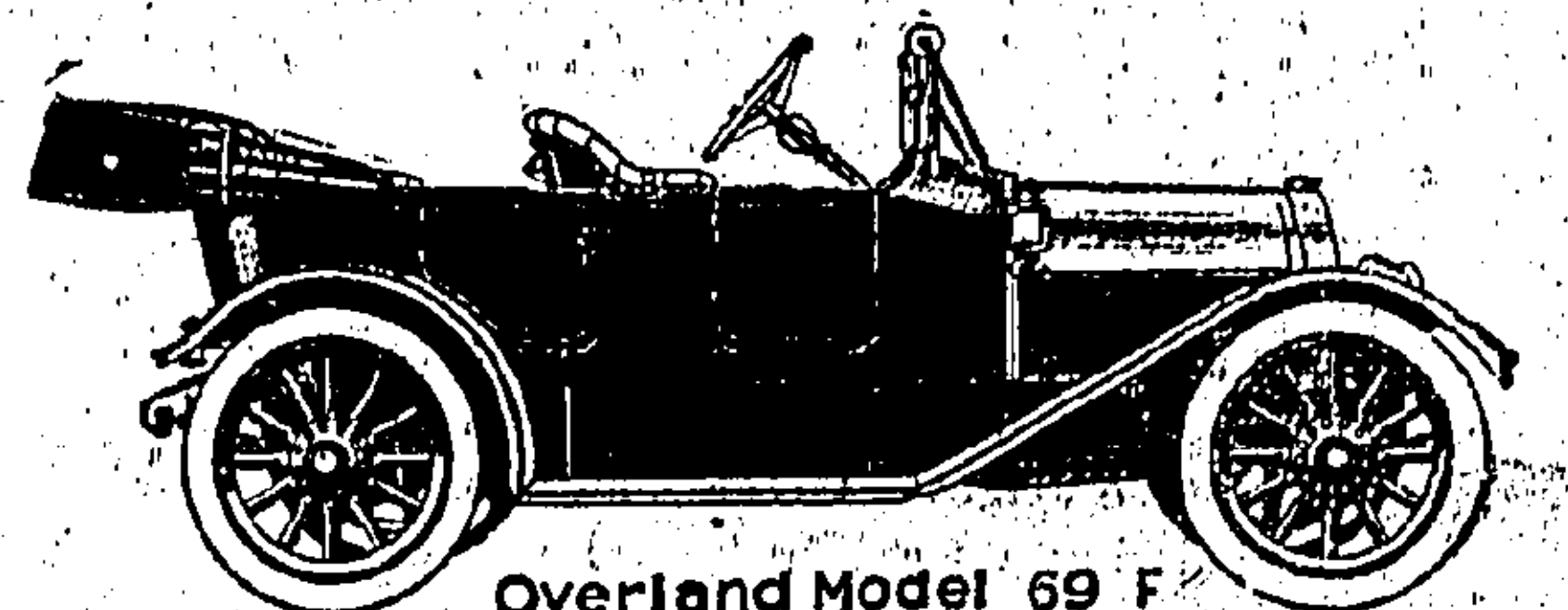
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DEATHS.

MOONEY:—On August 21, at 18 Bonham Road, Charles Mooney, aged 54, Secretary to the Hongkong Hotel.
DONNELLY:—At Ningpo, on the August 21, 1913, Arthur Robert Donnelly, aged 60 years.

The object of this paper is to publish correct information, to the news truth and print the news without fear or favour.

情物無非確真皆事聞要訪探大正論言旨宗報本

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The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 22, 1913.

CARPING CRITICS.

The "why did you not do it like this" genius is a fairly common specimen of humanity, and, needless to add, his advice generally comes after the event, when most men are wise. During the "trouble" in China, which has not proved of long duration, we have had the wisacre flooding the newspaper columns with his vapour if, it is not an abuse of the word vapour to class it as such, since vapour has a generative power. We have been told that President Yuan should do this and that and the other, and severely to have handled the rebels was the least that was expected of him.

The President, with greater wisdom than his critics, did not lose sight of the fact that his aggressors were his countrymen, and that he would not have done any great good by butchering his own flesh and blood. He has no doubt realised, too, that which his critics seem to have lost sight of that the change that has been brought about in China is greater than those who do not belong to the race can imagine, much less estimate. From a nation bowed down with the weight of tyranny and oppression, we have now a nation enjoying a freedom beyond the wildest dreams of the Chinese agitators of hye-gone days, and naturally we expect that, like a colt let loose in a field, or a puppy freed from its chain, there will be a deal of kicking and lashing, gambolling and barking. The intoxication of freedom must run its course, like measles in a child. Advice will not readily be accepted from those who reckon to know what China wants, until China has made up its own mind what it wants, and until such a period of political advancement arrives, logic and reasoning will go only partially heeded.

The blunderbuss has given way to the machine gun—the latter perhaps more formidable in aspect than effect. These guns are new to the Chinese, and, being like children in such matters, they are anxious to play with them. The Chinese like playing at soldiers; to be spoken of as braves is what they dearly long for. The cook boy wants to be a Colonel, and to have his photograph taken in martial garb. After all this is natural, taking the circumstances into consideration, and until this little boy with the gun and the toy machine gun realises that his neighbour has a more powerful gun than his, and a more seaworthy ship, he will continue to dream this dream of greatness. And why spoil the effects of this romance, please enjoy seeing our sons indulging in the same?

Jack Johnson Again.

Renter says that there is a "swelling chorus of protest" against proposed the appearance of Jack Johnson, at some of the London theatres. We'll; so we should hope; most of us would have been ashamed of our country had it been otherwise. But even as it is, what is coming to England when theatrical managers or agents can display such abominable impudence as even to suggest that theatre-goers should be invited to watch the performances of a ruffian who is scarcely worth good powder and shot? Of course it can be urged that Johnson only differs from a few other artists whom one has seen on the London stage, in having broken that supplementary commandment: "Thou shalt not be found out"; but that severely alters the facts that his past convictions in America have made the man stand out prominently as undeniably a cur and a black-guard, and that, so far from the authorities allowing him to stand on a London stage and make money out of the public, they should forbid him to land at any British port.

"Blessed is he that believeth." Yesterday a woman, charged before Mr Melbourne with being in unlawful possession of ammunition, pleaded that it was given to her by a stranger. The Chinese seem to stand alone in the whole world where the making of paltry excuses is concerned, as well as in really seeming to think that such excuses will be accepted and believed. This kind of child's story is told in our police court every day, and the tellers appear to feel quite injured when the least doubt is expressed as to its truth. It is the same in Canton. The other day a whole string of looters (deserters from the army, mostly) was brought before a magistrate there, and the pleas and excuses offered positively made one gape. One man produced three "certificates" to show that he was a merchant and not a soldier; (the certificates, by the way, proved to be merely copies of public proclamations!); while another accounted for the possession of a considerable sum of money in notes and silver by swearing that it was dropped into his hands by a woman whom he did not know. Yes; the Chinese thief is simplicity itself.

Would Peace be Helped?

We notice that among the suggestions made by the organising committee of the Peace Conference at the Hague is one which advocates "the prohibition of the use of flying machines and airships as instruments of war." The motive of these good folk in putting forward this proposal cannot be questioned, but we doubt if they are well advised in seeking to put a stop to wars by endeavouring to make the game less deadly and destructive. The point appears to have been overlooked whether the growing certainty of aerial or overhead attack is not a most potential factor in dissuading the nations from embarking upon big wars. The time, indeed, would seem to be approaching when the horrid possibilities involved in great international conflicts will compel world-wide peace. Therefore, by taking they stand they now are taking the Hague officials may be encouraging rather than suppressing the present method of settling differences between nations.

Rubbish Heaps.

It was on Sunday that we had the big typhoon blow. To-day is Friday. Yet this morning the huge piles of rubbish which were swept together after the storm—composed mostly of decaying leaves and branches of trees—were still lying in rows on either side of the principal thoroughfare in Kowloon. We will grant that the authorities have been kept pretty busy since the typhoon, but surely a couple of dust carts could have been spared before to-day to collect the rubbish in the main streets. The nuisance was accentuated, too, by the fact that in quite a number of cases—household garbage had been tipped on to these rubbish heaps, and the usual horde of "sparrow-stoppers" could be seen picking over the piles and scattering the accumulations all over the street.

DAY BY DAY.

"A rebel's star's life in the highest form of martyrdom."—Oscar Doyle.

The Mails.
Canadian and American Mails.—Closes per a.s. Canada Mail at 11 a.m. to-morrow.

American, Canadian and Siberian Mails.—Closes per a.s. Mongolia at noon to-morrow.

Siberian Mail.—Closes per a.s. Chennan at 5 p.m. to-morrow.

Mr Walker Arrives.
Mr A.V. Walker, of the Standard Oil Company, Haiphong, is staying at the Hongkong Hotel.

Boatmen Quarrel.
A boatman has been sent to the hospital with a wound in the head received during a fight with some other boatmen in Connaught Road Central.

Stiff Fine.
At the Police Court, this morning, a Chinese was fined \$2,000 for being in unlawful possession of morphine. Revenue Officer Wilden prosecuted.

Opium Possession.
The highest fine for being in unlawful possession of opium inflicted at the Police Court this morning was \$13. Mr Hoggarth had the case in hand.

Fillies' Circus.
It will be seen from an advertisement that the Fillies' Circus, with 20 star artistes, is shortly to open at Causeway Bay. The show is said to be a very fine combination of talent.

Fisherman's Loss.
A fisherman has reported to the police at Kowloon City that when his junk was lying at Sha Lau Ha Bay during his absence on fishing and a fishing net valued at \$10 were stolen.

Suspected case of Cholera.
The body of a Chinese, aged about fifty, has been sent to the mortuary from a fishing junk in Shaikwan Harbour. It is suspected that the cause of death was cholera.

Bottle Burst.
Whilst a Chinese was working in the Connaught Aerated Water factory, a lemonade bottle burst. He received nasty cuts on the left side of the face. He was sent to the hospital.

Inspection.
Major General Kelly paid a visit of inspection to Kennedy Road Married Quarters this morning. He also visited the Garden Road Schoolmaster's Quarters, and Warrant Officers' Quarters.

Fined \$1,000.
Two men charged before Mr Melbourne, at the Police Court, this morning by Detective Sergeant Murphy with being in possession of 43,000 lottery tickets, were each fined \$1,000.

Murder Charge.
The youth charged with murdering the girl found hanging from a tree at Causeway Bay, was remanded for a week at the Police Court, this morning, on the application of Inspector McHardy.

Nine Drowned.
The master of a fishing junk states that his boat was wrecked on the rocks of the beach near Po Tui O. Nine of the crew were drowned, and the bodies of several of these were picked up by the police and buried. This is another case of loss through the typhoon.

Public Bathing.
Another public bathing night has been arranged for Tuesday next at North Point. The full band of the 25th Punjab will play from 9 to 11 p.m. These occasions are becoming increasingly popular, and no doubt a large crowd will turn out again on Tuesday.

CHARGE OF MURDER.

A district watchman from the West Point district, was charged before Mr. Hazeland, at the Police Court, this afternoon, with the murder of a Chinese in Hill Road.

Mr. Woodcock, Assistant Crown Solicitor, prosecuted, and Mr. Otto Kong Sing defended.

Dr. H. Macfarlane, Medical Officer at the Mortuary, said he made a post-mortem examination of the deceased on July 15 as a man who had been assaulted. Witness gave an exhaustive account of the injuries sustained by the deceased. The case was proceeding when we went to press.

PIGEON RACING.

A Sport for Hongkong with a Practical Side to it.

In Hongkong—where the constant cry is "little life" (as the word is applied to gaiety) and amusement. In these dog days, when energy oozes every minute of the day from all the pores of the body, there is no striking need for gaiety; but the lazy evenings might be spent, in part, in framing schemes for future amusement. We suggest one hobby which will afford entertainment, and provide matter of interest in spare hours, and which can be adapted to a really useful purpose. This is pigeon-racing.

Ample Opportunities.
Why is it, then, with Lincashire men and Scotsmen in Hongkong this sport has not been taken up before? Every other Lincashire man, and many Scotsmen at home keep racing pigeons; and there are opportunities here in the East for excellent sport. Races from Canton, Swatow, Amoy—almost any of the coast ports—could easily be arranged. All that is wanted is someone in each place who will release the birds, and the rest is simple. But pigeons might well be applied to a more useful and practical purpose. Even in these days of telegraphs and telephones, homers have their uses as letter carriers.

A Useful Purpose.
However hard it may be to credit the statement, every provincial daily newspaper at home, well equipped as it is with special telegraph services and private wires, keeps a very considerable number of pigeons which are employed usefully. There are events where the results can be sent more quickly by birds than by means of the nearest telephone—a mile or two away—and so the pigeon-loft on the roof of a great newspaper office is a lively place. Might not a hint be taken here and applied to the colony? What a great newspaper, finely equipped for the gathering of news, does not scorn to employ, need not be regarded with disdain by others.

What Might Have Been.
Would it not be easy, by means of pigeons, more closely to link up portions of the New Territory to this city? There are for example, outlying police stations which are not connected with the Central Station either by telegraph or telephone. The affair at Cheung Chau might have resulted very differently had a couple of pigeons been released at daybreak after the attack. It will be remembered that the pirates left Cheung Chau just at daybreak, and that there was little breeze. Had pigeons been released, the news would have been in Hongkong about the time they were leaving the scene of the outrage, and fast motor-boats might have caught them before they reached a hiding place. There is no certainty of this, to be sure, but at least the possibilities point that way.

For Outlying Stations.
There are, as we remarked already, outlying police stations in the New Territory which are not in convenient communication with Victoria. Pigeons would bring them more nearly into touch. It may be argued that they would not cross the water from such a place as Cheung Chau; but if the birds will cross the English Channel, as they did on the occasion of a big race not long ago, they will come from Cheung Chau. There are islands all the way which would make it easier for a bird which did not greatly care for water-crossing.

The suggestion is worth considering, at least, and is put forward in the hope that it may prove useful.

Body Found.

The police report that the dead body of a child about three months old has been picked up on some waste ground at Yaumati.

Unique Sweet Peas.

A fine show of sweet peas has been produced in the garden of Mr R. A. Jones, chair manufacturer, of High Wycombe. On some stems there are nine blooms—regarded as a record—and on others there are six and seven blooms in a cluster.

HONGKONG AND CANTON STEAMBOATS.

Working Agreement between Chinese and British Companies.

We learn that a working agreement has been arrived at between the Hongkong, Canton and Macao Steamship Company, on the one hand, and the various Chinese shipping firms on the other, by which the fares between here and Canton are to be raised for second-class and deck passengers. This arrangement, which comes into force to-night, is practically a return to the agreement which formerly existed between the companies, but which expired somewhere about a year ago; and by its means the regrettable cutting of prices will be ended. As we have many times pointed out, since the old pool ceased to exist, Chinese of the class known as "undesirables" have been enabled to enter the Colony, for ten cent and under, by certain boats; a privilege for which they had to thank the rivalry between the various Chinese steam-boat owners, each of whom was trying to under-sell the other, where both fares and freights were concerned. Many difficulties have stood in the way of the new agreement's being reached; but at last a settlement has been arrived at. This will not affect the saloon fares, and only to a very slight extent, those in the second class. Deck fares will be raised according to the size and class of the boat, and will now average from forty to fifty cents, as against the former average of twenty-five cents.

A MACAO ANNIVERSARY.

The Taking of the Passaleao Fort.

To-day the inhabitants of Macao are celebrating the glorious event of the taking of Passaleao Fort by thirty-six brave soldiers under the command of the then Lieutenant Mesquita, whose daring feat is well known in the history of Macao, and will be remembered by all future generations.

It was in 1848 when the Chinese forces, numbered over a thousand, concentrated in their headquarters at Passaleao, in Chinese district and contemplated an invasion of the city of Macao. The news was brought to the knowledge of the Government, and the number of troops stationed at the time being insufficient to cope with the serious situation, Colonel Mesquita, then a lieutenant of Artillery, stepped forward from the ranks and called out:—"Who wish to die for the motherland come forward!" Immediately, 36 of the soldiers stepped forward and showed themselves determined to attempt the most daring feat of marching against the numerous foe. It was at first considered to be a most foolish determination, but the Portuguese ensign, the enemy fled in all directions, leaving behind many killed.

Thus was Macao saved from a terrible invasion and the name of Colonel Mesquita is still engraved in the hearts of the inhabitants of Macao. His memory will be always fresh in the minds of the present and future generations. Colonel Mesquita was born in Macao, as were also the 36 soldiers who joined him in the attack and the taking of Passaleao Fort, so that there is every reason for the inhabitants of Macao to rejoice on the anniversary of the glorious event.

THREATENING LETTER.

Charge Against a Student from Canton.

At the Police Court, this morning, Chan Kin-pui, a student from the Canton Christian College, was charged, with sending a threatening letter to the "Chinese Mail" in which he threatened to kill the editorial staff, fully aware of what the letter contained and purporting to be.

Inspector Watt asked for a remand, and this was granted until the 1st prox. Bail in \$1,000 was allowed, and the money was found. The youth was arrested early yesterday morning at 21 Bonham Street West.

HONGKONG GOVERNMENT.

New Appointments Notified.

A Government Gazette, extraordinary in use yesterday afternoon contained the following notification:—It is hereby notified that, His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of St. Michael and St. George, having left the Colony, the presiding Officer of Office were this day administered by His Honour the Chief Justice in the presence of the Executive Council to the Honourable Mr. Claud Severn, Colonial Secretary of the Colony, and that the Honourable Mr. Claud Severn thereupon assumed the Administration of the Government in virtue of His Majesty's Commission given at the Court at St. James's on the fourteenth day of October, 1913.

The following appointments were also gazetted:—

His Excellency the Officer Administering the Government has been pleased to appoint the Honourable Mr. Alexander MacDonald Thomson to act as Colonial Secretary, with effect from this date.

His Excellency the Officer Administering the Government has been pleased to appoint Lieut. Lyster Robert Edward Waters Taylor, Royal Garrison Artillery, to be his Private Secretary and Extra Aide-de-Camp, with effect from this date.

His Excellency the Officer Administering the Government has been pleased to appoint Captain Edward Michael Conolly, Royal Horse Artillery (T.), to be his Aide-de-Camp, with effect from this date.

His Excellency the Officer Administering the Government has been pleased to appoint the following Officers to act as his Honorary Aides-de-Camp, with effect from this date:—Captain John Henry William Armstrong, Hongkong Volunteer Corps; Captain Gerald George Wood, Hongkong Volunteer Corps; Subadar-Major Muhammad Ali, Hongkong and Singapore Battalion, Royal Garrison Artillery; Subadar Mul Singh, 126th Baluchistan Infantry.

THE CHINESE NAVY.

American Efforts to Secure Contracts.

A message from South Bethlehem dated July 12 and published in a Philadelphia newspaper stated:—

Mr. Arch Johnston, first vice president of the Bethlehem Steel Company and corporation, set sail to-day for China and will go to the Orient by way of the Siberian Railway. His trip to China is believed to be in connection with contracts for a modern navy for the Chinese, in the landing of which Mr. Schwab has a splendid chance. About a year ago he visited China as a guest of Chinese royalty, and at royal command. The visit followed one of several high Chinese to the United States, during which they were the guests of Mr. Schwab across the continent to his private car, Loreto.

It is understood that Mr. Schwab's visit to China was in connection with the building of a new Chinese navy, the major portion of which is to be built in this country, being a reciprocation on the part of the Chinese of the friendship shown by the United States during the Boxer outbreak, several years ago, at which time this country returned to the Orientals the indemnity of several million dollars which the United States received.

The contract for the new Chinese navy was all but consummated at the time of Mr. Schwab's visit; but the breaking out of the revolution, in which a Republic was established, put a stop to the carrying out of it. It is believed the Chinese Government is ready to go ahead with the building of the modern navy.

It was Mr. Schwab who landed the \$13,000,000 battleship contract with the Argentine Republic, and more recent contracts with Chile, Italy and Greece for armour-plate and munitions of war.

PROMISSORY NOTE CASE.

Was a Lie Told to the Surety?

Some interesting evidence was given this morning in the Summary Court, before Mr Justice Kemp, concerning a signatory in a promissory note. The case was one in which Lau Sik and M. A. da Silva to recover \$100 due on a promissory note.

Mr R. C. Faithfull appeared for the plaintiff, the defendant admitting the debt but asking for instalments to be ordered.

Mr Faithfull (showing the defendant the promissory note):—Is that Mr Xavier's signature?—Yes.

Did you see him sign it?—Yes. Where is Xavier now?—He is out of the colony.

What was Xavier then?—He was unemployed.

Was the plaintiff there when Xavier signed?—Yes.

And you have paid nothing off the note?—I did not receive \$100; I only got \$70, and signed for \$100.

His Lordship:—Did Xavier get anything?—No.

Mr. Faithfull:—You say that Xavier had no employment; was he a friend of yours?—Yes.

Why did you offer to put him up as security; what goods had he; had he any furniture; had he anything?—Nothing.

Who was he, and what was he?—I am putting it to you that no such man existed. What was he, he was going to be a security for you?

He had no furniture, had he anything? I am putting it to you that no such man existed?—He had nothing then, but before, he was a watchman.

You put up a watchman as security; what did he watch; who did he watch for?—I cannot remember.

You thanked him for going security?—Yes.

Very profusely I should say; stood him a dinner perhaps. Did he ever meet you and ask you if you were paying your instalments?—Yes.

And what did you say?—Yes. So you told him a lie?—No. I did not tell him a lie.

But you had not paid a farthing off the bill and yet you told your surety that you were paying. That is how you thank your friend. Did you see him when he left the Colony?—No.

Judgment was given for the plaintiff.

NEW EDUCATION BILL.

The Government's much-discussed Education Bill has at last been introduced into the House of Commons, and beyond doubt it fully justifies Lord Haldane's anticipatory description of "colossal." It is, in fact, the most far-reaching legislative effort that we have seen for a generation or more. The provision of baths, playing fields, and school nurseries, with meals for the children on Sundays and holidays, coupled with a "complete and progressive system of education, with instruction of an advanced character, from nursery to University." This is a programme almost beyond the dreams of the most optimistic educationist. The pity of it is that, so far as the House goes, the Bill is "dead" for this Session; but in the country its clauses will be earnestly examined and eagerly discussed.—"Everyman"

STOOD OVER FOR FIVE WEEKS.

Chan Sin Wo sued Wing Wo in the Summary Court, this morning, before the Puisne Judge, Mr Justice Kemp, to recover the sum of \$115.57.

Mr P. W. Goldring appeared for the plaintiff and Mr R. C. Faithfull for the defendant.

Mr Goldring asked for the case to go over for a week.

Mr Faithfull objected to another adjournment. He was really sorry for Mr Goldring's inconvenience, but he did not think his client ought to be put off again as the case had been standing over for five weeks already.

Mr Goldring said it was rather difficult to get the case ready as he knew nothing about it himself, and he did not know if he could manage it in time.

The case was fixed for Friday next.

THE TYPHOON.

The Nile and the Rubi.

The Pacific Mail steamship Nile arrived alongside pier 3 shortly after 12.00 noon yesterday, says Just Tuesday's "Cable News American," with 13 passengers, 242 sacks of mail and a small amount of overcarried cargo to the Pacific Commercial Company. Captain Lapraik told a "Cable News American" reporter that 9.00 p.m. Saturday night, when about 12 hours out from Hongkong, he ran into the typhoon that passed Luzon Friday. "We struck pretty heavy weather for a while," said the genial skipper, "but although the wind was quite strong it did not hurt us at all, only delayed us a few hours."

Promptly at 5.00 p.m. yesterday the Nile steamed from pier 3 for San Francisco via Japan ports and Honolulu taking out 50 passengers from Manila and a small general cargo.

With seven massive tanks, part of the new, heavy equipment, lashed to her deck, the steamship Rubi, commanded by Captain Miller, arrived alongside pier 3 about 1.00 p.m. yesterday after breasting a 90 mile gale coming through the typhoon Saturday night. She brought 27 passengers and one of the largest general cargoes in her history, 2,000 tons, most of which was machinery for the brewery.

"There is no question about this ship being one of the most seaworthy in these parts," said Capt. Miller yesterday. "We went right through that typhoon without shipping a seas, only spray wetting the decks. I was rather anxious about those seven big tanks on deck, but we lashed them down with steel cables and they didn't budge an inch," he concluded.

DEATH OF MR. MOONEY.

We regret to record the death of Mr C. Mooney, the secretary of the Hongkong Hotel Company Ltd., which occurred last evening at his residence after an illness of about ten weeks. Mr Mooney, who was for some eight years in the service of the company, having joined as first clerk in 1895, was well liked by those with whom he came in contact. He was of a quiet disposition, but his sterling qualities earned for him the respect of those with whom he came in contact in business.

Mr Mooney had, we understand, suffered from consumption for some considerable time and this was the cause of his death.

The funeral will take place this afternoon at the Happy Valley, the cortege passing the Monument at 5.30 o'clock.

THE TOOSHIN

Still ashore and Nothing Decided

Enquiry as to the ultimate fate of the Tooshin, which is ashore just past the Kowloon docks as a result of Sunday's blow, has elicited the information that nothing definitely has as yet been decided. The ship is under the custody of the Captain who is taking instructions from the owners in Shanghai.

A LENGTHY CASE.

This morning in the Summary Court, before Mr Justice Kemp, Shaner Singh sued Isaac Singh to recover the sum of \$105.

Mr O. F. Mason appeared for the plaintiff and Messrs P. W. Goldring and J. H. Gardiner for the defendant.

Mr Mason asked his Lordship to fix a day.

Mr Goldring:—I hope your Lordship won't.

His Lordship:—Is the defendant still instructing both of you?

Mr Gardiner:—As far as I know.

Mr Goldring:—It is a lengthy case; there are upwards of twenty witnesses.

Mr Mason:—I think I shall only call two.

The case was adjourned for a week.

"NOTHING IN IT"

The Money Lender Explains.

Sunder Singh, an Indian money lender, sued Tam I. a Chinese in the employ of the government, in the Summary Court this morning to recover the sum of \$54 due under a promissory note.

The defendant asked for an adjournment in order that he might call witnesses.

His Lordship to the plaintiff:—What reason have you money lenders got for not putting the amount of the interest in the promissory note?

Witness:—When I lent money to the defendant I had been in the colony only a short time and did not know.

Is there any real reason why you don't because as long as you don't there will always be trouble about it?

There is nothing in it. I was not accustomed to this kind of business then.

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There is nothing in it. I was not accustomed to this kind of business then.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—Good, Clean & Wholesome Milk.

To-day's Advertisements.

The Hongkong Tramway Company, Limited.

By kind permission of Major Robinson and Officers the Full Band of the 25th Punjab will play on the Beach at North Point from 9 p.m. until 11 p.m. on TUESDAY, the 26th Inst.

Special Cars will leave the Post Office every few minutes.

STILL WAITING.

Will the Case Ever Come on?

This morning in the Summary Court, before Mr Justice Kemp, Puisne Judge, Ng Chun sued Fong Wai to recover the sum of \$414.

Mr Goldring, of Messrs Goldring and Russ, appeared for the plaintiff and Mr Lewis, of Messrs Johnson, Stokes and Master, for the defence.

Mr Lewis asked that the case should be struck out.

Mr Goldring on the other hand applied that the case should be adjourned for a further week.

It was one of Mr Russ's which was put before.

Mr Lewis:—I don't think it will ever be heard now and it might just as well be struck out.

His Lordship:—Mr Russ is not back?

Mr Goldring:—No.

Mr Lewis:—I don't think the case will ever come on and it will be just as well to strike it out.

My client is still waiting in the colony.

Mr Goldring:—I was going to ask that the case be adjourned sine die.

Mr Lewis:—I don't think I could agree to that; the defendant is a careless man and is at present kept here in the colony. Something must be done.

The hearing was fixed for Monday.

To-day's Advertisements

FILLIS' CIRCUS.

Opening Shortly

at Causeway Bay 20 STAR TURNS 20

Prices of admission

Box 6 persons \$15.00

Single box seat \$3.00

1st Chairs \$2.00

2nd Chairs \$1.00

Gallery 50 Cents

Performance 9.15 p.m. SHARP

MATINEES

WEDNESDAY & SATURDAY

AT 4 P.M.

Children half price to Matinees only.

A. MILTHORP,

Agent.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Steamship "DEN F CROMBIE"

having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Company, Limited, whence, and from the wharves, delivery may be obtained.

Good not cleared by the 27th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns whereby they will be examined on 27th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Agents, Hongkong, 21st August, 1913. (460)

To-day's Advertisement.

WANTED.

WANTED.—A GOOD MANAGER for first class local Hotel. Married man preferred. References required. Salary no object for right man. Only competent men need apply. Box B.R.H. c/o "Hongkong Telegraph" (465)

MACKINTOSH

& CO., LTD.
"MEN'S WEAR SPECIALISTS."



HATS - - -
SHIRTS - - -
TROUSERS - - -
BELTS - - -
SOCKS - - -
Boots & Shoes.

16 DES VOEUX ROAD 16
(Next door to Thos Cook & Son)

WILLIAM POWELL, LTD.

TELEPHONE 846

NEW

BABY CARRIAGES

WOOD AND CANE BODIES.

WIRED-ON TYRES
Smart Inexpensive Types.

A RARE OPPORTUNITY.

CARPETS. Having a pretty heavy stock of INDIAN CARPETS on hand we are clearing them at extremely low prices, approaching very near their cost, and earnestly advise our valued customers and patron not to miss this opportunity which may not come round again.

A trial visit would be more convincing than saying anything further.

MEHTA & CO.
SILK MERCHANTS.

HONGKONG HOTEL BUILDINGS.

LANE, CRAWFORD & CO.

ARE YOUR COLLARS JUST YOUR SIZE?

We stock quarter sizes which ensure a perfect fit.

TWO
LEADING
STYLES.

THE CRAWFORD in 1 1/4, 1 3/4, 2, 2 1/4, 2 1/2 ins. deep
THE LANFORD in 2, 2 1/4, 2 1/2, inches deep
A variety of Other Styles also with square points

ALL SHAPES
\$4.50 PER DOZEN.

MARTELL'S BRANDIES.

The Firm of MARTELL & Co.



was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grape Brandy from the Cognac District. The Medical Profession recommend these Brandy as invaluable in cases of illness.



SOLE AGENTS

GANDE, PRICE & CO., LTD

Wine Merchants.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

FROM HONGKONG	FROM QUEBEC
EMPEROR OF JAPAN 27th August.	ALLAN LINE EMPEROR OF BRITAIN 25th Sept.
MONTEAGLE 30th August.	EMPEROR OF BRITAIN 2nd Oct.
EMPEROR OF RUSSIA 10th Sept.	EMPEROR OF BRITAIN 2nd Oct.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA" "EMPEROR OF ASIA" via Optional Atlantic Port, £71.10.
"EMPEROR OF INDIA" "EMPEROR OF JAPAN" via Optional Atlantic Port £65.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Army and Navy officers, Civil Service employees, missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N.
CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD.

S.S. "DILWARA", 5,378 tons, Capt. Ramage, will be despatched to YOKOHAMA, KOBE and MOJI on 24th Aug.

WESTWARD.

S.S. "TORILIA", 5,305 tons, Capt. Swanson, will be despatched as above on 23rd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Hongkong, Aug. 19th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 22nd AUGUST.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN." 8.00 a.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 24th August.

The Company's Steamship, "SUI AN"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
(HOTEL MANHESON FIRST FLOOR)
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



PROTECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	MIYAZAKI MARU Capt. Soyeda KITANO MARU Capt. F. Ope	T. 16,000 T. 16,000
		WED'DAY, 27th Aug. at daylight. WED'DAY, 10th Sept. at daylight.

VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu and Yokohama	STAMBA MARU Capt. Teranaka AWA MARU Capt. Shimidzu	T. 12,500 T. 12,500
		TUESDAY, 26th Aug. at 4 p.m. TUESDAY, 9th Sept. at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	NIKKO MARU Capt. Takeda KUMANO MARU Capt. Winckler	T. 9,600 T. 9,300
		WEDNESDAY, 27th Aug. at noon. WED'DAY, 24th Sept. at noon.

CALCUTTA via Spore, Penang & Rangoon	KIRIN MARU Capt. Deguchi	T. 6,000
		SATURDAY, 23rd August.

BOMBAY via Singapore and Colombo	BOMBAY MARU Capt. Tozawa	T. 5,000
		MONDAY, 1st Sept.

KOBE & Yokohama	HIRANO MARU Capt. Fraser	T. 16,000
		THURS, 28th Aug. 11 a.m.

NAGASAKI, Kobe & Yokohama	KUMANO MARU Capt. Winckler	T. 9,300
		TUESDAY 26th Aug. 5 p.m.

KOBE & Yokohama	KAMAKURA MARU Capt. Hori	T. 12,500
		FRIDAY, 29th August.

SHANGHAI, Kobe & Yokohama		

Cargo only.
Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.				
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHENAN"	23rd Aug. at m'night.
MANILA, CEBU & ILO.	"TEAN"	26th Aug. at 4 p.m.
SHANGHAI	"LUCHOW"	28th Aug. at 4 p.m.
WEIHAIWEI & TSIN	"HUICHOW"	31st Aug. at d'light.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "CHANGSHA" 26th Aug. at 3 p.m.

Australian ports

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra state-rooms on deck aft on "Taming" and "Tean."

"SHANGHAI LINE"—The Twin Screw steamers "Anhui," "Chonan," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$40. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Telephone No. 36
Hongkong 22nd August, 1913.

COMPAGNIE MARITIME INDO-CHINOISE
For Haiphong Direct.

S.S. "SIKIANG"
CAPT. PANNIER,
Will leave for Haiphong direct

For Freight and passage apply to M. SAINT-CLAIR
de BUSSIERRE, Agent
MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINE
STEAMSHIP CO

Steamship	T.	Captains	For	Sailing date
ZAFIRO	4000 F. S. McMurray		Manila Mangarin, Cebu and Iloilo.	MONDAY, 25th August, 4 p.m.
RUBI	4000 J. Miller		Manila Mangarin, Cebu and Iloilo.	THURSDAY, 4th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewardsesses carried.

For Freight or Passage apply to
SHEW & CO.
GENERAL MANAGERS
Hongkong, 16th Aug. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Tijlpanas	S' HAI	2nd half Aug.	JAVA	2nd half Aug.
Tijltaroem	JAVA	2nd half Aug.	JAPAN	1st half Sept.
Tijlatjap	JAVA	2nd half Aug.	S' HAI	1st half Sept.
Tijltaroem	JAVA	1st half Sept.	JAPAN	1st half Sept.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

S'PORE, Penang & C'utta. LOVAT ... Sat., 23rd Aug. at 2 p.m.

MANILA ... YUENSANG ... Sat., 23rd Aug. at 2 p.m.

SHANGHAI ... HANGSANG ... Sun., 24th Aug. at 4 light.

S'HAJ, Kobe & Moji ... FOKKSANG ... Thurs., 28th Aug. at noon.

S'PORE, Penang & C'utta SUISSANG ... Fri., 29th Aug. at 2 p.m.

MANILA ... LOONGSANG ... Satur., 30th Aug. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsing," and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA V'COUVER STEAMER DEN OF CROMBIE about 24th Aug.

TACOMA & PLAND ... DEN OF GLAMIS ... 21st Sept.

TACOMA & PLAND ... DEN OF GLAMIS ... 21st Sept.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 2nd September at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD. AGENTS.

Telephone No. 215. Hongkong, 22nd August, 1913.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

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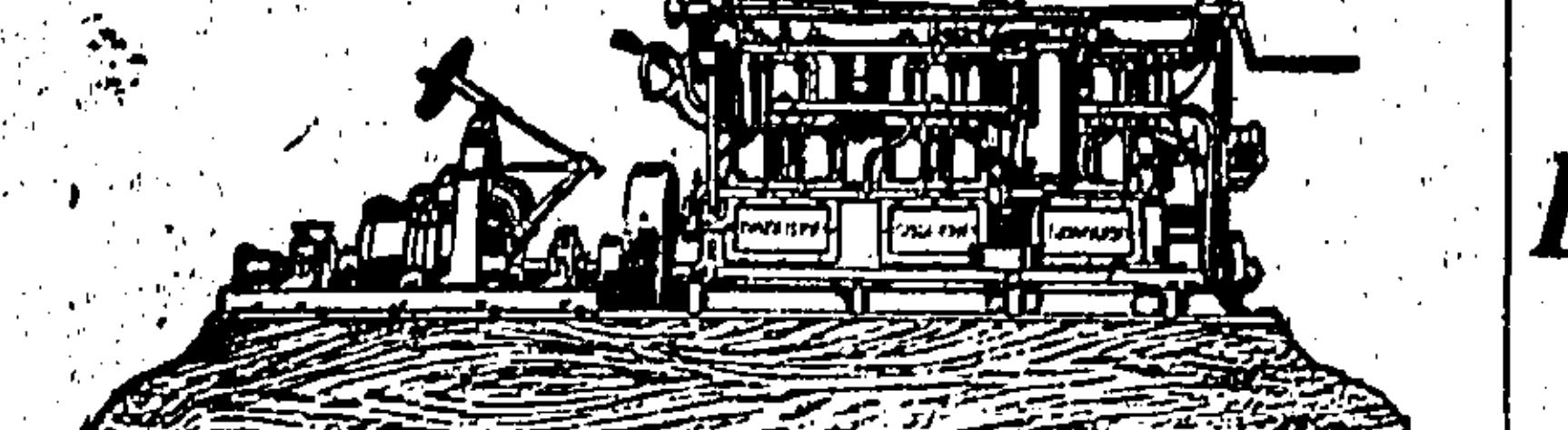
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

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MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. BEID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 22

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Arcadia	P. & O. Co.	30 August
London & Antwerp via Singapore, &c.	Nankin	P. & O. Co.	3 Sept. about
Havre and Hamburg	Belgravia	H. A. L.	13 Sept.
Havre Bremen & Hamburg &c.	Silecia	H. A. L.	20 August
Marseilles & Hamburg &c.	Suevia	H. A. L.	4 Sept.
Marseilles, Rotterdam, Hamburg & Antwerp, &c.	Saxonia	H. A. L.	24 August
M'seilles via S'gon, S'pore, O'bo, Port Said	O. J. D. Ahlers	H. A. L.	7 Sept.
Marseilles, London & Antwerp via S'pore, &c.	Chili	M. M. Co.	28 August
Trieste, Fiume, Venice via Singapore, &c.	Miyasaki Maru	N. Y. K.	27 August
	Vorwarts	S. W. & Co.	2 September about

New York, San Francisco and Canada.

Boston and New York	Kansas	B. L.	2 Sept.
San, Francisco via Keelung & Japan &c.	Mongolia	P. M. Co.	23 August
San, Francisco via Shanghai & Japan, &c.	Nippon Maru	T. K. K.	26 August
San, Francisco via Manila and Japan, &c.	Persia	P. M. Co.	13 Sept.
A'ctoria, B.C., & Seattle via Keelung, &c.	Tamba Maru	N. Y. K.	26 August
A'couver, S'ile and/or T'ooma, & Pland (Or.)	Ucheamark	H. A. L.	27 August
do do do do do do	Canada Maru	O. S. K.	23 August
Vancouver via Shanghai and Japan, &c.	Monteagle	C. P. R. Co.	30 August
do do do do do do	E. of Japan	C. P. R. Co.	27 August
Mexican, Peruvian and Chili Ports via Japan	Buyo Maru	T. K. K.	4 October

Australia.

Australian Ports, via Manila	Changsha	B. & S.	25 August
do do do do do do	Nikko Maru	N. Y. K.	27 Aug.
do do do do do do	P. Waldemar	M. & Co.	6 September
do do do do do do	St. Albans	G. L. & Co.	19 Sept.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do do do do	Tjimahi	J. O. J. L.	Quick despatch
Japan	Tjiliwong	J. O. J. L.	Quick despatch
Kobe	Kamakura Maru	N. Y. K.	29 Aug.
Kobe and Yokohama	Hirano Maru	N. Y. K.	28 Aug.
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	30 Aug., about
Yokohama, Kobe and Moji	Dilwara	D. S. & Co.	24 August
do do do do do do	Fultala	J. M. & Co.	29 August
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	25 August
do do do do do do	Rubi	S. T. & Co.	4 Sept.
Manila	Teau	B. & S.	25 Aug.
do do do do do do	Loongsang	J. M. & Co.	30 August
Nagasaki, Kobe & Yokohama	Yuenang	J. M. Co.	23 Aug.
Shanghai, Moji, Kobe & Yokohama	Kumano Maru	N. Y. K.	28 August
do do do do do do	Yeddo	A. N. & Co.	7 Sept.
Shanghai, Kobe & Yokohama	Nore	P. & O.	23 Aug., about
do do do do do do	Chili	M. M. Co.	Quick despatch
Shanghai, Kobe & Moji	Magellan	M. M. Co.	25 Aug.
Shanghai, Yokohama, Kobe and Moji	Fooksang	J. M. & Co.	28 August
Shanghai, Tsingtau, Kobe and Yokohama	Peking	A. N. & Co.	30 Aug. about
Shanghai	Tjilatjap	J. O. J. L.	Quick despatch
do do do do do do	Tjikini	J. O. J. L.	Quick despatch
do do do do do do	Tjipanas	J. O. J. L.	Quick despatch
do do do do do do	Africa	S. W. & Co.	31 August
do do do do do do	Devanha	P. & O. Co.	28 Aug. about
do do do do do do	Chenan	B. & S.	23 Aug.
Swatow, Amoy and Foochow	Hangsang	J. M. & Co.	23 August
do do do do do do	Haiching	D. L. & Co.	26 Aug.
Singapore, Penang, & Calcutta	Haiyang	D. L. & Co.	29 Aug.
do do do do do do	Suisang	J. M. & Co.	29 August
Foochow via Swatow and Amoy	Torilla	D. S. & Co.	23 Aug.
Tamsui via Swatow and Amoy	Kaijo Maru	O. S. K.	27 Aug.
Singapore, Penang, Rangoon & Calcutta	Daigi Maru	O. S. K.	24 Aug.
Singapore and Sourabaya	Kirin Maru	N. Y. K.	23 Aug.
Bombay via S'pore Port S'ham, Pen go & C'bo	Onsang	J. M. & Co.	26 August
Bombay via Singapore, & Colombo	Luzon Maru	O. S. K.	4 Sept.
Jessellton, Kndat and Sandakan	Bombay Maru	N. Y. K.	1 Sept.
Swatow	Borneo	M. & Co.	End of Aug.
Weihaiwei and Tientsin	Haimun	D. L. & Co.	24 Aug.
	Huichow	B. & S.	31 August

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Tacoma, San Francisco, Philippines, Straits, Macao, Japan, Straits, Shanghai.	Canada Maru, Mongolia, Yuensang, Lovat, Sui Tai, D. of Crombie, Torilla, Chenan.

AMERICAN MAIL.

The P.M. s.s. Mongolia will be dispatched from this port at 1 p.m. on Saturday, 23rd inst., for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Russia left Vancouver on the 13th inst.

AUSTRALIAN MAIL.

The N.Y.K. s.s. Kumano Maru (Australian Line) left Thursday Island for this port via Manila on the 14th inst., and is expected on the 25th inst.

The S. & E. s.s. St. Albans from Sydney etc., left Port Darwin on 19th inst., for Manila and may be expected to arrive here on or about 30th inst.

MERCHANT STEAMERS.

The Benline s.s. Benalder from Middlesbrough and London left Singapore on 20th inst., for this port and may be expected to arrive here on or about 26th inst.

The P. & O. s.s. Nile is expected to arrive at Penang on the 25th inst., at 6 a.m.

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

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BAGGAGE collected, forwarded and insured at lowest rates.

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Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Ligeia, Oporto, Genoa, and other Mediterranean, Levantine, Black Sea, Red Sea and Persian, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

S.S. SENEGAMBIA ... 28th Aug.	S.S. SUEDEMARK ... 20th Sept.
S.S. UCKERMARK ... 23rd Aug.	S.S. ARABIA ... 6th Oct.
S.S. LIBERIA ... 11th Sept.	S.S. SEGOVIA ... 20th Oct.
S.S. ALBENGA ... 20th Sept.	S.S. ALTAMARO ... 6th Nov.

HOMeward.

For Havre, Bremen & Hamburg	For V'er, S'ile, and/or T. & P. (Or.)
S.S. SILEZIA ... 22nd Aug.	S.S. O. FERDINAND ... 30th Sept.
For Marseilles & Hamburg	For Havre & Hamburg
S.S. SAXONIA ... 24th Aug.	S.S. SENEGAMBIA ... 1st Oct.
For V'er, S'ile, and/or T. & P. (Or.)	For Emden, Hamburg & Antwerp
S.S. UCKERMARK ... 27th Aug.	S.S. SPETIA ... 6th Oct.
For Havre, Emden & Hamburg	For Rotterdam & Hamburg
S.S. SUEVIA ... 4th Sept.	S.S. SACHSEN ... 12th Oct.
For M'iles, R'terdam, H'burg & A'werp	For Havre, Bremen & Hamburg
S.S. O. J. D. AHLERS ... 7th Sept.	S.S. LIBERIA ... 19th Oct.
For Havre & Hamburg	For V'er, S'ile, and/or T. & P. (Or.)
S.S. BELGRAVIA ... 18th Sept.	S.S. ANDALUSIA ... 20th Oct.
For Havre, Bremen & Hamburg	
S.S. SCANDIA ... 2nd Sept.	

For Further Particulars, apply to—

Hamburg-Amerika Linie.

Hongkong Office.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

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Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

Russian Volunteer Fleet.

The Steamers of the Russian Volunteer Fleet running between Vladivostok and Odessa via Ports regularly will call at Hongkong Once a Month both ways.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,

Agent.

Hotel Manjima, 3rd Floor.

Booms Nos 12A & 14.

Telephone No. 1224. Hongkong, 31st July, 1913.

BOLINDERS CRUDE-

OIL MOTORS.

ARE USED IN THE

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ULDERUP & SCHLUTER.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.

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 Ansell, H. A. Hemmerling, Dr.
 Bargmann, F. Kunze, F.
 Barbraud, E. T. Kabel, E. S.
 Bates, E. R. Kadoorie, Ellis
 Bates, H. B. Kruseman, A.
 Bellon, Mrs. E. Lloyd, G. T.
 R. Lobb, Dr. E. L.
 Blum, A. N. M.
 Beattie, W. H. Leeman, T.
 Castro, Mr. & MacIntyre, Mr.
 Mrs. F. H. D. E. and Mrs. Nell
 Castro, Miss D. Martin, G.
 E. McGarity, Capt.
 Campbell, S. & Mrs. F.
 Castro, Master Mason, C. F.
 D. E. Matheson, Miss
 Calder, Mr. & Matheson, Mrs.
 Mrs. I. R. T.
 Chabridge, A. J. R. T.
 Chapple, F. T. Maxstead, Capt.
 Olsson, A. A. H. R.
 Obleman, Dr. A. McKean, Dr. G.
 L. E. F.
 Dowley, W. A. Mehta, B. K.
 Davis, C. H. Moreski, J.
 Desano, Mr. & Mulder, Mr. &
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 Gillespie, Dr. J. Mrs. E. E.
 M. Spear, Capt. H.
 Gordon, A. G. Sorby, V.
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 Gourgey, I. Sweet, Mrs. W.
 Grimshaw, R. J. H.
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 Von. Mrs. G. H.
 Hall, P. C. Tapp, J. R.
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 Hannibal, Mr. & Walker, Capt.
 Mrs. W. A. H. A.
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 Hewett, F. H. W. E.
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 Hicks, Mrs. J. J. Wood, G. G.
 Hennessy, G. J. Williams, Mrs.
 Hale, E. R. M. S.
 Hudson, A. H. Wilson, D.

King Edward Hotel.
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 Casgill, F. J. Mackintosh, J.
 Castro, C. O.
 Chee, T. A. Major, Mrs.
 Connell, R. Massey, Miss.
 Connell, H. E. McHugh, Mr.
 Dobbie, Mr. & Mrs. F. E.
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 Finchett, Mrs. Murphy, J. A.
 Gerlach, Mr. & Murray, M. F.
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 Grimble, G. F. Passmore, Capt.
 Harris, J. B. & Mrs. W. C.
 Heinemann, Mr. Peake, A. D. J.
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 Hingle, E. J. Schenk, Mrs.
 Jensen, B. & Mrs. Shelhamer, Mr.
 Kraft, Mr. & Mrs. S.
 Mrs. W. D. Sibree, Dr.
 Lauritsen, Mr. & Spurge, H. S.
 Mrs. Stewart, Capt.
 Lemare, Mr. & Mrs. A. H.
 Walker, Dr.
 Lennox, J. Whitelaw, G. O.

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 Allan, Mr. & Hill, Miss
 Mrs. Hyde, Capt.
 Bartle, Jack Mr. & Mrs.
 Crew, Mr. and Key, Dr.
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 Cecil, Miss. Capt. J. S.
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 and Mrs. McCaig, J.
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Notice

WING KEE & CO.
 47-49, Connaught Rd,
 SHIP CHANDLERS,
 PROVISION & COAL
 MERCHANTS.
 Hongkong, 22nd May, 1912.

MOVEMENTS OF STEAMERS.

MERCHANT STEAMERS.
 The I. O. N. S. s.s. Fooksang
 from Calcutta is due at Hong-
 kong on the 26th Aug.
 The I. O. N. S. s.s. Laisang
 from Calcutta is due at Hong-
 kong on the 31st Aug.
 The I. O. N. S. s.s. Chunsang
 from Sourabaya is due at Hong-
 kong on the 26th August.
 The I. O. N. S. s.s. Suisang
 from Shimonoeki is due at Hong-
 kong on the 26th Aug.
 The I. O. N. S. s.s. Fausang
 from Sourabaya is due at Hong-
 kong on the 17th August.
 The S. L. s.s. Harpaloo from
 Portland is due at Hongkong on
 the 31st inst.

VESSELS IN PORT.

Steamers.
 Ajax, Br. s.s. 4,477, G. S. Thom-
 son, 14th inst.—Nagasaki
 10th inst. Gen.—B. & S.
 Rajah, Ger. s.s. 1,275, T. Boieffs-
 my, 12th inst.—Sanda-
 kan 5th inst. Timber—
 M. & Co.
 Rajaburi, Ger. s.s. 1,189, C. Wolff,
 13th inst.—Saigon 9th
 inst. Rice.—B. & S.
 Solveig, Nor. s.s. 2,389, O. S. Bogh,
 13th inst.—Java 2nd inst.,
 Sugar.—A. T. & Co.
 Tsintau, Ger. s.s. 1,002, F. Brick-
 ing, 11th inst.—Boihow
 10th inst., Rice.—M. &
 Co.
 Unkai Maru, Jap. s.s. 2,275, Y.
 Nagato, 31st July—Mojito
 24th July, Coal.—M. B. K.
 Lovat, Br. s.s. 3,901, R. Glegg,
 15th inst.—Kobe 10th
 inst. Gen.—D. & Co.
 Nippon Maru, Jap. s.s. 3,452, A. G.
 Stevens, 15th inst.—San
 Francisco 19th July,
 Gen.—S. Mermoto.
 Hupeh, Br. s.s. 1,205, Tucker, 15th
 inst.—Amoy 18th inst.
 Ballast.—B. & S.
 Mongolia, Amer. s.s. 8,700, Emery
 Rice, 16th inst.—San
 Francisco 14th inst., Gen.—
 P. M. S. S. & Co.
 Benuda, Ger. s.s. 4,590, Feld-
 mann, 17th inst.—Shang-
 hai 14th inst., Gen.—H.
 A. L.
 Derwent, Br. s.s. 1,500, Jenkins,
 16th inst.—Sourabaya 6th
 inst., Sugar.—Mat Far.
 Narrung, Eng. s.s. 3,775, N. A.
 Starker, 17th inst.—
 Maxellan 18th July,
 Ballast.—Eng. Hok
 Fong.
 Tamba Maru, Jap. s.s. 6,134, J.
 Teranaka, 17th inst.—
 Seattle, Flour, Grand
 Nuts, Beer, L. C. Yarn,
 and Merchandise.—N. Y.
 K.
 Atagoan Maru, Jap. s.s. 1,952,
 Kawamura, 16th inst.—
 Moji 12th inst., Coal.—
 M. K. K.
 Shansi, Br. s.s. 1,288, Simons, 18th
 inst.—Samarang 10th
 inst., Sugar.—B. & S.
 Mizuho Maru, Jap. s.s. 1,903,
 Yamamoto, 16th inst.—
 Amoy 16th inst., Ballast.
 —Order.
 Monteagle, s.s. 6,163, F. S. Davi-
 son, 19th inst.—Vancouver
 23rd July, Flour
 Oats and Gen.—O. P. B.
 Borneo, Ger. s.s. 1,244, J. Kohler,
 19th inst.—Sanda-
 kan 14th inst., Wood—M. &
 Co.
 Pheumphen, Br. s.s. 1,065, I. H.
 Scott, 19th inst.—Saigon
 15th inst., Rice and Gen.—
 Wo Fat Sing.
 Torilla, Br. s.s. 3,189, C. J. Swan-
 son, 19th inst.—Mojito
 14th inst., Coal and Gen.—
 D. S. & Co.
 Kashing, Br. s.s. 1,143, G. Byers,
 20th inst.—Tilatjap 10th
 inst., Sugar.—B. & S.
 Tungshing, Br. s.s. 1,172, L. F.
 Hurrey, 20th inst.—
 Bangkok and Swatow
 12th inst., Rice.—O. S.
 & Co.

Consignee

**THE ROYAL MAIL STEAM
 PACKET COMPANY.**
 From VANCOUVER, SEATTLE,
 VICTORIA, PORTLAND
 JAPAN & SHANGHAI.

THE Company's Steamship
 "FALLS OF OCHY"
 having arrived from the above Ports
 Consignees of cargo by her are hereby
 informed that their goods will be de-
 livered from alongside.
 Cargo, impeding the discharge or
 remaining on board will be
 landed at Consignee's risk and expense.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned
 by
**JARDINE, MATHESON
 AND CO., LTD.,**
 Agents,
 Hongkong, 20th August, 1913. (449)

Consignees

**NORDDEUTSCHER LLOYD,
 BREMEN.**
**IMPERIAL GERMAN MAIL
 LINE.**

NOTICE TO CONSIGNEES.

THE Steamship
 "LUTZOW"
 having arrived, Consignees of Cargo are
 hereby informed that their Goods, with
 the exception of Opium, Treasure and
 Valuables, are being landed and stored
 at their risk into the Godowns and/or
 extra hazardous Godowns of the Hong-
 kong and Kowloon Wharf and Godown
 Company, Limited, Kowloon, and
 West Point Godowns, whence delivery
 may be obtained.
 Optional Cargo will be forwarded on
 unless intimation is received from the
 Consignees before noon to-day request-
 ing it to be landed here.
 No claims will be admitted after the
 Goods have left the Godowns, and all
 goods remaining undelivered after the
 27th of August, will be subject to rent.
 All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the
 27th of August, at 9.30 a.m.
 All claims must reach us before the
 4th of September, 1913, or they will not
 be recognized.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned
 by the undersigned,
**NORDDEUTSCHER LLOYD,
 MELBOURNE & CO.,**
 General Agents,
 Hongkong, 20th August, 1913. (388)

**NORDDEUTSCHER LLOYD,
 BREMEN.**
**IMPERIAL GERMAN MAIL
 LINE.**

NOTICE TO CONSIGNEES.

THE Steamship
 "PRINZ WALDEMAR"
 having arrived, Consignees of cargo are
 hereby informed that their Goods, with
 the exception of Opium, Treasure and
 Valuables, are being landed and stored
 at their risk into the Godowns and/or
 extra hazardous Godowns of the Hong-
 kong and Kowloon Wharf and Godown
 Company, Limited, Kowloon, and
 West Point Godowns, whence delivery
 may be obtained.
 Optional Cargo will be forwarded on
 unless intimation is received from the
 Consignees before noon to-day request-
 ing it to be landed here.
 No claims will be admitted after the
 Goods have left the Godowns, and all
 goods remaining undelivered after the
 26th of August, will be subject to rent.
 All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the 26th
 of August, at 9.30 a.m.
 All claims must reach us before the
 3rd of September, 1913, or they will not
 be recognized.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned
 by the undersigned,
**NORDDEUTSCHER LLOYD,
 MELBOURNE & CO.,**
 General Agents,
 Hongkong, 19th August 1913. (389)

HAMBURG-AMERIKA LINE

THE Steamship
 "SAXONIA"
 From PUGET SOUND, PORT-
 LAND and VANCOUVER via
 JAPAN PORTS.

The above named steamer having
 arrived, Consignees of cargo are hereby
 notified to send in their Bills of Lading
 for countersignature and to take im-
 mediate delivery of Cargo from along-
 side.
 Cargo remaining undelivered on
 Saturday, August 23rd, at noon will be
 landed at Consignee's risk and expense
 and delivery must then be taken from
 the Hongkong & Kowloon Wharf &
 Godown Co., Ltd.
 No fire insurance whatever will be
 effected.
 No claims will be recognized after
 the goods have left the Godowns or
 Godown, and all goods remaining un-
 delivered on August 30th, at 5 p.m. in
 the afternoon, will be subject to rent and
 landing charges.
 All chafed and otherwise damaged
 Cargo to be left on board or Godown
 and examination of same to be held on
 August 30th, at 10 a.m.
 All claims must be filed on or before
 August 30th, otherwise they will not
 be recognized.
HAMBURG-AMERIKA LINE
 Hongkong Office,
 Hongkong, 21st August, 1913. (450)

Consignees

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE Steamship
 "SRIMOSA"
FROM NEW YORK.

CONSIGNEES of Cargo are here-
 by informed that all Goods are
 being landed at their risk into the
 Godowns of the Hongkong & Kowloon
 Wharf and Godown Company, Ltd., at
 Foulton Whence and/or from the
 wharves delivery may be obtained.
 No claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 26th inst. will be subject to rent.
 All claims against the Steamer
 must be presented to the Undersigned
 on or before the 16th prox., or they will
 not be recognized.
 All broken, chafed, and damaged
 Goods are to be left in the Godowns
 where they will be examined on the
 26th inst. at 11 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by
DODWELL & CO., LTD.,
 Agents,
 Hongkong, 20th August, 1913. (452)

**FROM CALCUTTA, PENANG
 & SINGAPORE.**

NOTICE TO CONSIGNEES.

THE Steamship
 "DILWARA,"

having arrived from the above ports,
 consignees of cargo are hereby informed
 that their goods will be delivered from
 alongside.
 Cargo impeding the discharge
 will be landed at once, at consig-
 nee's risk and expense.
 Cargo remaining on board after 2 p.m.
 of the 22nd inst. will be landed at con-
 signee's risk and expense.
 Consignees of Cargo from Singapore
 are requested to take IMMEDIATE
 delivery of their goods from along-
 side, such cargo impeding the
 discharge of the Vessel will be landed
 and stored at consignee's risk and ex-
 pense.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by
DAVID SASSOON & CO., LD.,
 Agents,
 Hongkong, 20th August, 1913. (454)

To Sail

**THE AMERICAN AND
 MANCHURIAN LINE.**

**(BUCKNALL STEAMSHIP
 LINE) LTD.)**

THE Steamship

"KASSA"

Captain B. Linklater, will be despatched
 from Hongkong on or about 2nd
 September for

BOSTON and NEW YORK

(with liberty to call at the Malay
 Coast.)

For freight and further particulars
 apply to

THE BANK LINE Limited
 Agents,
 Hongkong, 12th August 1913. (389)

AMERICAN ASIATIC S.S. CO.

Hongkong - New York.



**FOR NEW YORK & PORTS &
 SUZCANAL.**

(With liberty to call at the Malay
 Coast.)

S.S. "BLOEM" on or about 22nd
 August, 1913.

For freight and further information,
 apply to

SHEWAN TOMES & CO.,
 General Agents,
 Hongkong, 6th August, 1913. (456)

To Sail

**FOR YOKOHAMA, KOBE
 AND MOJI.**

THE Steamship

"DILWARA."

Capt. G.N. Ramage, R.N.R., will be
 despatched for the above ports on
 Saturday, the 23rd inst., at daylight.
 The steamer has superior accom-
 modation for passengers, is installed
 throughout with Electric Light and
 carries a duly certified doctor.
 Return Tours to Japan (occupying
 20 days.)
 The Steamer leaves about every 8
 weeks for Shanghai and Kobe (Inland
 ports), returning via Moji, providing a
 stay of 5 to 6 days in Japan.
 Return tickets are available by the
 Indo-China Steam Navigation Co.'s
 Steamers. Fare for round trip \$120.
 For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
 Agents,
 Hongkong, 21st August, 1913. (444)

Notices.

A New SILK STORE
 in the most up-to-date style and location at the large
 and
 Commodious Premises No. 38 & 40
 Queen's Road Central,
 lately occupied by Messrs. H. Rutledge & Son,
 where we are displaying an entirely new, handsome
 and attractive stock of
 Silk Goods & Jewellery Ware
 of all descriptions in a variety of new, elegant and
 attractive designs and patterns.
 The stock includes a choice selection of
 Turkish, Persian & India Silk,
 Carpets & Woollen Rugs
 in choice and elegant patterns.
 Prices specially reduced for summer.
 Cheapest store in the Colony.
 An early visit earnestly solicited.
D. CHELLARAM.
 Hongkong, 26th July, 1913. (348)

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese
 graduate versed in literature
 has been a teacher to European officials
 and merchants in this Colony for over
 ten years.
 He has a good method of training
 Europeans to pass in the Chinese ex-
 amination, and is possessed of a first
 rate certificate as a Chinese teacher.
 He has also a good knowledge of
 Mandarin and Hakka.
 Those who intend learning the Chi-
 nese language are requested to write care
 of "Hongkong Telegraph" office or
 direct to 87 Hollywood Road, 1st floor
 Hongkong, 29th Jan. 1912. (214)

COMMERCIAL.

Chinese Finance.

Shortly before the definite con-
 clusion of the recent Five-Power
 loan a report was circulated that
 an Austrian group had arranged
 a loan of £2,500,000 with China,
 which was to be floated three
 months after the former loan.
 Although the accuracy of the
 report was promptly contradicted
 from Vienna, it turns out to be
 substantially correct. In the name
 of an Austrian syndicate, states
 the "Frankfurter Zeitung," the
 firm of Arnhold Karberg and Co.
 has acquired options, which ran
 to the autumn of this year, on two
 short-term Chinese loans for
 £2,000,000 and £1,200,000 res-
 pectively, the proceeds of which
 are partly intended to be devoted
 to the payment of orders to be
 given to Austrian manufacturers,
 and possibly also to Germans.
 The negotiations in regard to
 these contracts still continue,
 and the actual completion of
 the transactions is, therefore,
 not quite certain at the moment.
 It is obviously reckoned that on
 the present occasion, as in the
 case of all previous advances to
 China, the Treasury bonds will be
 passed on to England in the
 shortest time possible. The syn-
 dicate which has acquired the
 option on the two loans is said
 to have undertaken to pay
 £1,200,000 to the Chinese Govern-
 ment 45 days after the definite
 conclusion of the loan, whilst the
 balance of £700,000 is to be re-
 tained for the payment for torpedo
 boats. The price of issue is 92
 per cent., the rate of interest is
 6 per cent., and repayment is to
 take place in five years. The
 security offered is the tax on ex-
 cises, the proceeds of which are
 estimated to yield \$1,000,000 per
 annum. In the case of the second
 loan of £1,200,000 the Chinese
 Government will only receive
 \$329,668, the whole of the re-
 mainder being for the acquisition
 of torpedo boats. The security,
 interest, and redemption are the
 same as for the first loan.

Notices

M. Y. SAN & CO

CONFECTIONERS
 GROCERS
 RESTAURANTEURS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1057.

(C)

**Soda Fountain
 AMERICAN Any Cool Drinks
 Ice Cream**

FIRST CLASS RESTAURANT

\$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE
The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.
 Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Telephone 1450



SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
 Very palatable.

Known throughout the world and prescribed in all cases of
 Anemia, Debility and Convalescence, to young women, children
 and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
 to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
 (2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
 which surpasses all others by its
 purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDECK MACGREGOR & Co., Hongkong.

SOLIGNUM

Is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great
 covering power, and in addition to its preserving properties makes a most artistic stain on all
 wood-work, whether inside or out.

SOLIGNUM IS DEATH TO THE WHITE ANT.
 The wood of the superstructural wood work of the new Star Ferry Pier at Hongkong has been
 treated with "Solignum".

MADE IN SEVERAL SHADES OF BROWN, GREEN & RED.

SOLE AGENTS
 HONG KONG.

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

CANTON

SOUTH CHINA

SOLE AGENTS

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

CANTON

SOUTH CHINA

SOLE AGENTS

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

CANTON

SOUTH CHINA

SOLE AGENTS

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

CANTON

SOUTH CHINA

SOLE AGENTS

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

CANTON

SOUTH CHINA

SOLE AGENTS

COMMERCIAL

Tea Market Reports.

July 25.

Messrs. Wm. J. and H. Thompson's weekly circular contains the following:—During the past week there has been a small but representative selection of Indian Tea placed before the trade, and quality on the whole shows a slight improvement. The tone of the auction has been unmistakably in favour of all tea above fair average standard, while really good quality has sold readily under a keen demand. The continued inquiry for Assam tea with standard liquors has ensured full prices for all of this grade. The market for Ceylon has been firm, the sales having passed with a good demand, any fluctuation in price having been due to variation in quality. China, Arrivals: Kamo Maru, 1,384 pkgs.; Nelson, 1,080 pkgs. and 2,000 pkgs. in transit. 532 pkgs. have been offered this week, but most of which were withdrawn. Privately: The Moka shipment proved to be satisfactory, and a few lines have been turned over at a small advance on the original price; so that importers are not now anxious to sell the few consignments which are expected to arrive in the next two or three weeks. About the end of July the first shipment of Focowas is expected in London, and the best China Wo's is being sold at about 1s. per lb.; Panyongas are only ordinary quality, and buyers at present do not see their way to give the prices owners are asking. The first shipments of lobangas are expected in the first week of August. Souchongs, with good quality, have been sold up to 1s. 9d. per lb., and good medium about 1s. 4d. Java: Offerings during the week 3,646 packages, against 7,327 packages last year. The quantity available was much on a par with that of last week, and met with a good general demand for nearly all descriptions. The strongest competition was for all useful Ceylon B. Okenas and well-made Pekons, and prices here were well maintained and somewhat improved upon. Among the highest averages were:—Goalpara, 10½; Tanawatee, 10d; Tjoma, and Kelligoo, 11½ per lb. The average for the whole sale on Garden Account is 8½ per lb., compared with 7d. per lb. a year ago. Messrs. Lloyd, Matheson and Carr report concerning China Tea:—The market continues steady, and a fair extent of business has been done during the week. Some cheap lines of New Season's black leaf Ceylon "to arrive" changed hands at 5½ to 6d. per lb., fine Nigehowas and Keemuns in small parcels 9½ to 1s. 2d. per lb., and a few choice lots from 1s. 3d. to 1s. 5½ per lb. Footchows.—Fine Seamus sold from 10½ to 1s. per lb., Lumpchows 7d. to 8d., and Souchongs at 1s. 1d. to 1s. 3d. per lb. An interesting comparative table of movements of tea for the last three years has been issued by Messrs. George White and Co. From this it appears that the home consumption of Indian tea in the first half of the current year was 87,987,298 lbs., as against 83,481,394 lbs. in the first six months of 1912, while exports increased from 7,637,984 lbs. to 9,775,850 lbs. The home consumption of Ceylon tea declined from 42,771,501 lbs. to 41,007,488 lbs., but the exports advanced from 8,961,524 lbs. to 10,015,006 lbs. The movement of China tea, of which the home consumption was only 4,125,557 lbs. for the half-year, was similar, but, with the home consumption and the exports of Japanese and other teas, showed an expansion. The stocks of all tea in hand on 30th ult. were 77,371,000 lbs., as against 73,305,000 lbs. a year ago and 74,403,000 lbs. twelve months earlier. Messrs. Beach and Newman's report of July 23 states that the quality of the new season's Keemun teas show so much improvement in flavour and leaf, compared with the previous season's that the trade has bought freely at the very moderate rates ruling. Quite a large business has been done on master-samples of tea to arrive, the shortage of first crop Keemun tending to inspire confidence in buying.

Entertainments

VICTORIA THEATRE

A COMPLETE CHANGE OF PROGRAMME

FOR

FRIDAY 22ND AUGUST

SOME EXCEEDINGLY COMIC PICTURES

WILL BE SCREENED

HUGH SUCCESS OF

OLGA MONTEZ

AND

KITTY RAYNOR.

THE MAGNIFICENT DRAMATIC FILM

IN THREE PARTS

ENTITLED

"THE POWER OF LOVE"

SATURDAY 23rd August.

BIJOU SCENIC THEATRE.

PROGRAMME FOR

T-O-N-I-G-H-T

QUITE LIKE DADDY,

BY BILLY BOY

MAX AND THE PANCAKE,

MAX LINDER

PATHE'S GAZETTE

ALL FILMS NEW TO HONGKONG.

Warning to Emigrants.
A British Colonel, Mr. B. Shelton, writes to the "Sheffield Telegraph" warning people against going to British Columbia, where, as stated, 600 white men are out of employment in Victoria, and more at Vancouver; in addition to which he calculates there are 10,000 Hinlons and Japanese in the state, besides other mixed nationalities. The head tax of \$500 for each Chinese that enters British Columbia seems to be more an incentive than a deterrent, and something will have to be done by the government, otherwise British Columbia will be peopled with "yellow and brown brothers."

Public Auction.

G. H. R.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY and THURSDAY, the 3rd and 4th September, 1913, commencing at 10 a.m. each day, at H. M. NAVAL YARD, HONGKONG AND KOWLOON DEPOT.

50 TON COAL LIGHTER

and

OLD AND SURPLUS

NAVAL AND VICTUALLING

STORES.

Comprising:—

Old and Surplus Naval Stores:—

Engines Fire Manual, Engines

Compound Horizontal, Engines

Inverted Vertical, Boilers with

Mountings, Air Compressor,

Lathes, Flag Sewing Machines,

Fan Engines, Steam Hammer,

Hollow Shafting, Capstan and

Engine, Oil Engine, Propeller,

Canvas Cuttings, Bunting, Canvas

and Leather Hoses, Coir

Cordage, Manila Hawser, Paper-

stuff, Dining Table, Old India

Rubbish, Boots, Carpets, Rugs,

Blankets, Chain Cable, Steel

Wire Rope, Steel Tools, Electric

Cable, Olive Oil, Old Iron and

Steel, Old Metal, etc., etc.

Samples of Valuable Metals

may be inspected at the Naval

Ordnance Depot.

Old and Surplus Victualling

Stores:—Provisions, Seamen's

Clothing, Blankets, Officers' Mess

Traps, (A quantity of Electro-

Plated Articles and Table Linen),

Implements, Seamen's Mess

Utensils, Oak Staves, etc., etc.

Terms of Sale:—As detailed in

the Catalogue.

HUGHES & HOUGH,

By Appointment

Auctioneers to

the Admiralty,

Hongkong, 20th August, 1913.

Public Companies

THE CHINA & MANILA STEAMSHIP CO., LTD.

THE Thirtieth Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, St. George's Building, 6, Connaught Road, Victoria, on THURSDAY the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY the 25th August, to THURSDAY the 28th August, 1913, both days inclusive.

SHEWAN TOMES & CO. General Managers.

Hongkong, 16th Aug., 1913. (394)

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per share for the six months ending 30th June, 1913, will be payable on Tuesday, the 26th August, 1913, on which date Dividend Warrants may be obtained at the Company's Office.

THE TRANSFER BOOKS of the Company will be closed from Saturday the 23rd August, to Tuesday the 26th August, 1913, both days inclusive.

SHEWAN TOMES & Co. General Managers.

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors, J. McCURBIN, Acting Local Secretary and Resident Engineer.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE Dividend Declared for the Half-Year ending 30th June, 1913, at the Rate of Two Pounds Sterling Per Share of £125 is Payable on and after MONDAY, the 18th August, Current, at the Office of the Corporation, where Shareholders are requested to apply for warrants.

By order of the court of Directors, N. J. STABB, Chief Manager.

Hongkong, 16th Aug., 1913. (464)

HONGKONG & SHANGHAI BANKING CORPORATION.

THE Dividend Declared for the Half-Year ending 30th June, 1913, at the Rate of Two Pounds Sterling Per Share of £125 is Payable on and after MONDAY, the 18th August, Current, at the Office of the Corporation, where Shareholders are requested to apply for warrants.

By order of the court of Directors, N. J. STABB, Chief Manager.

Hongkong, 16th Aug., 1913. (464)

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By order of the court of Directors, N. J. STABB, Chief Manager.

Hongkong, 16th Aug., 1913. (464)

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

London Office: 1, Abchurch Lane, E.C. 4

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$7,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS

NESS transacted.

CURRENT ACCOUNTS opened on the usual

TERMS.

DEPOSITS RECEIVED, Read for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available for the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

Manager, 9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912. 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, New York, Changchun, Osaka, Dairen, Peking, Fengtien, Ryojun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, London, Los Angeles, Lyons.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. (18)

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. (22)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 19th March, 1908. (32)

PEAK TRAMWAY CO. LIMITED.

FIVE TABLE.

WEEK DAYS.

6.00 A.M. to 10.00 A.M. Every 15 Min.

10.00 A.M. to 12.00 P.M. " 15 Min.

12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

NIGHT CARS.

5.30 P.M. and 9.30 P.M. to 12.00 A.M. every half hour.

12.00 A.M. to 1.00 A.M. every quarter of an hour.

SUNDAYS.

6.00 A.M. to 10.00 A.M. Every 15 Min.

10.00 A.M. to 12.00 P.M. " 15 Min.

12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

NIGHT CARS as on Week Days.

SUNDAYS.

Extra Cars at 10 midnight.

SPECIAL CARS.

By Arrangement with the Company's Office, Alexandra Buildings, One Year Road.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling

\$1,500,000 at 2/-=

\$15,000,000

Silver 17,450,000

Reserve Liability of

Proprietors \$15,000,000

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Hon. Mr. D. Landale, Deputy Chairman.

G. Friesland, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. H. Laurance, Esq.

F. Lieb, Esq.

W. L. Pattenden, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shillim.

H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stabb.

MANAGER.

Shanghai—A. G. Stephen.

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Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above

Bank is conducted by the

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully

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Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct. 1911. (2)

THE BIG YACHT RACE.

Agreement Signed and Dates Fixed.

The "New York Evening Post's" sporting writer says:—

At last, after more than two months of waiting for something to happen in the America's cup question, it is announced that the articles of agreement between the Royal Ulster Yacht Club and the New York Yacht Club have been signed, and that the races will be held, as agreed upon, on September 10, 12 and 15, and other following days in 1914, if more than three races are necessary. The announcement is made by the New York Yacht Club which also states that the present racing rules of the club will govern the cup races, and that the time limit for the race has been increased to six hours. Further information is withheld pending a special meeting of the Club, which is to be called soon after the arrival in this country of the signed agreement from the challenging club.

It is understood that the reason for the delay was the desire of Sir Thomas Lipton to have the most minor conditions fully decided upon in advance, and all possibility of misunderstanding removed before any definite steps toward racing were taken. One of the points upon which there was disagreement was the question of towing. The Irish baronet wanted permission to tow Shamrock IV over, as he had the other challengers, and the New York Yacht Club was averse to that. Just what the settlement was will not be known for some days. Another hitch was in the size of the vessel to defend the cup. Sir Thomas wanted at first to stipulate that the defender should be the same size as the challenger—seventy-five feet—but to this the New York club would not consent. It is generally understood, however, that the challenger will be met with a boat of the same size.

In the cable dispatch from the Royal Ulster Yacht Club, to the New York Yacht Club on Saturday the Club said: "Sir Thomas Lipton assumes that your reference to your right to build a ninety-footer does not imply that this is the intention of your Club, particularly in the face of Sir Thomas's offer to build a challenger of that length. A contest between yachts of unequal size would be wasteful and highly unsatisfactory. Sir Thomas understands and appreciates the grounds on which the New York Yacht Club desires to keep alive the right to defend with a yacht of greater length than the challenger, but is convinced that the right is so opposed to the best interests of this important international contest that it will not be exercised. In this firm belief he has authorized us to sign unconditionally the agreement he has received, and looks forward with keen pleasure to a contest between yachts that will be fairly matched."

According to the general opinion of the members of the Club there will be a seventy-five footer ready to defend against Shamrock IV next year, and now that the race is fully settled upon there will be that action in regard to a boat which has been too long delayed in view of the fact that Lipton's designer has been at work for some time upon the boat which he is to furnish. Nicholson is

going to be the best designer America has had to meet in the more than sixty years since America won the trophy which has come to mean so much in international yachting. He appears to be equally successful with large and small boats, and there is no doubt in anybody's mind that Shamrock IV will be the fastest single-sticker that has ever come across the Atlantic. Of course, Herreshoff will design as usual, but he will not be alone this time for Gardner, Gielow, and Wells are likely to be in the field, so at least four seventy-five footers may be out next spring for the honour of defending the cup.

George Cormack, secretary of the New York Yacht Club, when asked regarding the matter of towing, said that it had not been discussed definitely. Conditions of the deed of gift hold that a challenging yacht must sail across the Atlantic under her own power, and nothing in the negotiations occurred that will alter this stipulation in any way. It will be remembered that in the last America's cup race, Shamrock III was towed over without permission of the defending club. Whether Sir Thomas takes similar action this year remains to be seen, and if he does, it remains to be seen how the New York Yacht Club will regard it. Mr. Cormack would not discuss this phase of the matter; all he would say was that Sir Thomas under conditions as arranged for the coming race did not have the expressed privilege of towing the yacht to this side of the water.

The Royal Ulster Yacht Club's statement with reference to the water-line length of the cup racers was construed by yachtsmen at Larchmont as suggesting the fear of Lipton that the New York club might build a defender of longer water-line length than Shamrock IV. As to that, there was no one who would speak, no one in authority that is. The fact of the matter is that the New York Yacht Club has never stated to Sir Thomas or to any one else what sort of a defender will be built. It will all be a matter for naval architects and the men ordering a defender, or candidates for our defence, to decide. If opinion in the final analysis leans towards a sloop of more than seventy-five feet water line as best qualified to defeat Shamrock IV, then the larger type of boat will be built, despite Sir Thomas's preferences for boats of equal size. This, at least, appears to be the present attitude of New York Yacht Club members, although naturally none will admit this definitely.

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THE BEST COFFEE

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H. RUTTONIEE & SON;
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POST OFFICE.

The Luchow with the mails from London (via Siberia) of Wednesday and Saturday, the 30th July and 2nd inst. is due to arrive here on Sunday, the 24th inst.

MAILS DUE.

Siberian, Luchow, 24th inst.

MAILS CLOSE.

Chefoo, Newchwang & Dairen—Per Elger, 22nd inst., 5 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Yokohama, and Tacoma—Per Canada Maru, 23rd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, United States, & South America, Canada via San Francisco (Europe via Siberia)—Per Mongolia, 23rd Aug., noon.

Straits and India via Calcutta—Per Lovat, 23rd Aug., 1 p.m.

Macao—Per Sui Tai, 23rd Aug., 1.15 p.m.

Straits, and India via Calcutta—Per Torilla, 23rd Aug., 2 p.m.

Japan via Nagasaki—Per Den of Crombie, 23rd inst., 2 p.m.

Japan via Yokohama—Dilwara, 23rd inst., 2 p.m.

Philippine Islands—Per Yuen-sang, 23rd August, 1 p.m.

Shanghai & North China (Europe via Siberia)—Per Chenan, 23rd Aug., 5 p.m.

Shanghai and North China—Per Hongsang, 23rd inst., 5 p.m.

Saigon—Per Pheumpen, 23rd August, 5 p.m.

Saigon—Per Derwent, 23rd Aug., 5 p.m.

Straits, Batavia, Samarang and Sourabaya—Per Hokuto Maru, 24th Aug., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Daigi Maru, 24th inst., 9 a.m.

Philippine Islands—Per Zafiro, 25th August, 3 p.m.

Swatow, Amoy and Foochow—Per Hatching, 26th August, 10 a.m.

Japan via Nagasaki—Per Kumano Maru, 26th Aug., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseille (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Chili, 26th August, 11 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco—Per Nippon Maru, 26th inst., 11 a.m.

Straits, and Sourabaya—Per Onsang, 26th August, 1 p.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per Changsha, 26th inst., 2 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle Wash—Per Tamba Maru, 26th inst., 3 p.m.

Straits and Ceylon—Per Miyasaki Maru, 26th inst., 5 p.m.

Swatow—Per Haimun, 27th inst., 10 a.m.

Philippine Islands, Australia, Timor, Tasmania & New Zealand via Thursday Islands—Per Nikko Maru, 27th Aug., 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Japan, 27th August, 11 a.m.

Shanghai North China and Japan via Kobe—Per Fooksang, 28th inst., 11 a.m.

Shanghai and North China—Per Luchow, 28th inst., 3 p.m.

Swatow, Amoy & Foochow—Per Haiyang, 29th inst., 10 a.m.

Straits, and India via Calcutta—Per Hongsang, 29th Aug., 1 p.m.

SHIPPING NEWS.

ARRIVED.

Bloemfontein Br. s.s. 2,958, T. A. Purcell, 21st inst.—Shanghai 19th inst., Gen.—S. T. & Co.

Sexta, Ger. s.s. 992, N. Tensen, 21st.—Bangkok 14th inst., Rice.—S. & Co.

Silesia, Ger. s.s. 4,489, H. Christensen, 21st inst.—Shanghai 18th inst., Gen.—H. A. L.

Tamsui, Br. s.s. McCulloch, 21st inst.—Swatow 20th inst., Ballast.—B. & S.

Netherlee Br. s.s. 2,744, Harris, 21st inst.—Milke 14th inst., Coal.—M. B. K.

Haratanan Maru, Jap. s.s. 2,194, Gillespie, 21st inst.—Hongay 18th inst., Coal.—M. B. K.

Childar, Nor. s.s. 1,102, Nils Hjorth, 21st inst.—Kwangyen 19th inst., Stone.—A. B. N.

Ikala, Br. s.s. 2,821, R. Caruher, 21st inst.—Moji 15th inst., Timber.—R. D. & Co.

Kaifong, Br. s.s. 897, F. Sidford, 22nd inst.—Holbow 21st inst., Gen.—B. & S.

Chenan, Br. s.s. 1,355, W. L. Jones, 22nd inst.—Canton, Gen.—B. & S.

Haimun, Br. s.s. 640, Evans, 22nd inst.—Swatow 21st inst., Gen.—D. L. & Co.

Hanoi, Fr. s.s. 789, L. Chevalier, 22nd inst.—Pakhoi 20th inst., Gen.—Marty & Co.

Samsen, Ger. s.s. 998, T. Heyenga, 22nd inst.—Bangkok 14th inst., Rice & Timber.—B. & S.

Anne, Nor. s.s. 1,017, A. Arntzen, 22nd inst.—Bangkok 15th inst., Rice.—Kin Tye Tung.

Zafiro, Am. s.s. 4,000, F. T. McMurray, 22nd inst.—Manila 18th inst., Sugar & Hemp.—S. T. & Co.

Teau, Br. s.s. 1,223, G. Wake, 22nd inst.—Manila 19th inst., Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

August 21.

Falls of Orochi for Antwerp, Kyodo Maru for Newchwang, Atagosan Maru for Dairen, Haratanan Maru for Swatow, Kwangtsh for Canton, Tamsui for Saigon.

August 22.

Haitan for Foochow, Elger for Newchwang, Yunnan for Saigon, Kwangtsh for Shanghai, Canada Maru for Victoria, Bloemfontein for New York.

DEPARTED.

August 22.

Clara Jensen for Bangkok, Rlojun Maru for Moji, Anhui for Shanghai, Chenan for Canton, Baron Adressan for Cape Town, Princess Alice for Bremen, Nore for Yokohama, Unda for P. Soesop, Trocas for Torakan.

PASSENGERS ARRIVED.

Per s.s. Silesia arrived from Shanghai 21st inst. Kalkofen.

Per s.s. Zafiro arrived from Manila 22nd inst. Palmer, Mrs. Siegfried, Miss B. M.

Per s.s. Teau arrived from Manila 22nd inst. Beck, S. M. Bunco, Mrs. C. Chenglin, C. B.

SHIPS PASSED THE CANAL.

London 12th August. The following vessels have passed the Canal:—Benarty, Diomed, Indien, Koerber, Prinz Ludwig, Sunda, Annam, Atlantique, Titan, Furst Bulow, Kish.

TIDE TABLE.

18th Aug. to 24th August, 1913.

Time	High Water	Low Water	Mean Time
Mon. 18	10 10	4 10	7 10
Tues. 19	11 10	5 10	8 10
Wed. 20	12 10	6 10	9 10
Thurs. 21	13 10	7 10	10 10
Fri. 22	14 10	8 10	11 10
Satur. 23	15 10	9 10	12 10
Sund. 24	16 10	10 10	1 10

WEATHER REPORT.

On the 22nd at 11.55.—The northern depression, though shallow, is now the principal feature of the map. It is central over S. Japan.

The depression over Annam and to the north-east of Luzon have not developed.

Pressure is highest to the north of Japan.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. Light or variable winds, fine.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamocks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

22nd August, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wostock	7 a	29.9266	—	—	—	—	2 o
Nemuro	6 a	29.97	—	—	—	—	3
Hakodate	—	29.89	—	—	—	—	1
Tokio	—	29.77	—	—	—	—	1
Kochi	—	29.62	—	—	—	—	1
Nagasaki	—	29.64	—	—	—	—	1
K'shima	—	29.62	—	—	—	—	1
Oshima	—	29.67	—	—	—	—	1
Naha	—	29.71	—	—	—	—	2
Ishijima	—	29.74	—	—	—	—	4
Bonin Is.	—	29.75	—	—	—	—	0
Chefoo	—	29.7674	95	nw	1 b	—	—
Whaiwei	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	29.6374	100	wnw	2 b	—	—
Gutzlaff	—	29.6077	—	—	—	—	4 cv
Sharp F.	—	29.6386	—	—	—	—	0 b
Amoy	—	29.7883	87	sw	2 b	—	—
Swatow	—	29.7280	91	sw	1 b	—	—
Taihou	—	29.73	—	—	—	—	0
Taihu	—	29.76	—	—	—	—	2
Tainan	—	29.75	—	—	—	—	2
Koshun	—	29.75	—	—	—	—	2
P'dores	—	29.75	—	—	—	—	2
Canton	—	29.75	—	—	—	—	2
H'kong	—	29.7780	95	—	—	—	0 of
Gap Rock	—	29.77	—	—	—	—	3 o
Macao	—	29.7781	—	—	—	—	1 o
Wuchow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Hoihow	—	29.8277	—	—	—	—	1 c
Phulien	—	29.8279	—	—	—	—	2 b
Tourane	—	29.8275	—	—	—	—	1 b
O. St. J.	—	29.8275	—	—	—	—	1 b
Apari	—	29.7577	—	—	—	—	1 b
Manila	—	29.7875	—	—	—	—	0 o
Legaspi	—	29.7877	—	—	—	—	1 b
Iloilo	—	29.8380	—	—	—	—	1 b
Bacolod	—	—	—	—	—	—	2 c
Cebu	—	29.8586	—	—	—	—	1 c
Labuan	—	—	—	—	—	—	—

T. F. Claxton, Director.

Hongkong, Observatory, July, 22.

1. Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date

Barometer 29.79 29.79 29.78

Temperature 86 79 87

Humidity 72 94 71

Wind Direction W — T

Force 1 0 1

Weather b of c

Rain

H.K. Observatory, 21st Aug., 1913.

T. F. Claxton, Director.

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ALEXANDER CAFE.

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For	Steamers	To Sail On	Remarks
SHANGHAI, MOJI, KOBE, AND YOKO.	NORE	5 a.m. 23rd Aug.	Freight & Passage
SHANGHAI	DEVANHA	about 28th Aug.	Freight & Passage
LONDON, via Usual Ports of Call	ARCADIA	Noon 30th Aug.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, NANKIN, C'mbo, Port Said, & Marseilles	Capt. W. R. Hickey	about 3rd Sept.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.

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P. & O. S. N. Co.'s office, Hongkong, 22nd August, 1913.

NORDDEUTSCHER LLOYD BREMEN.